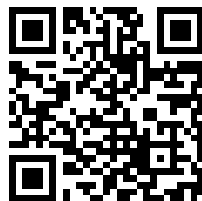
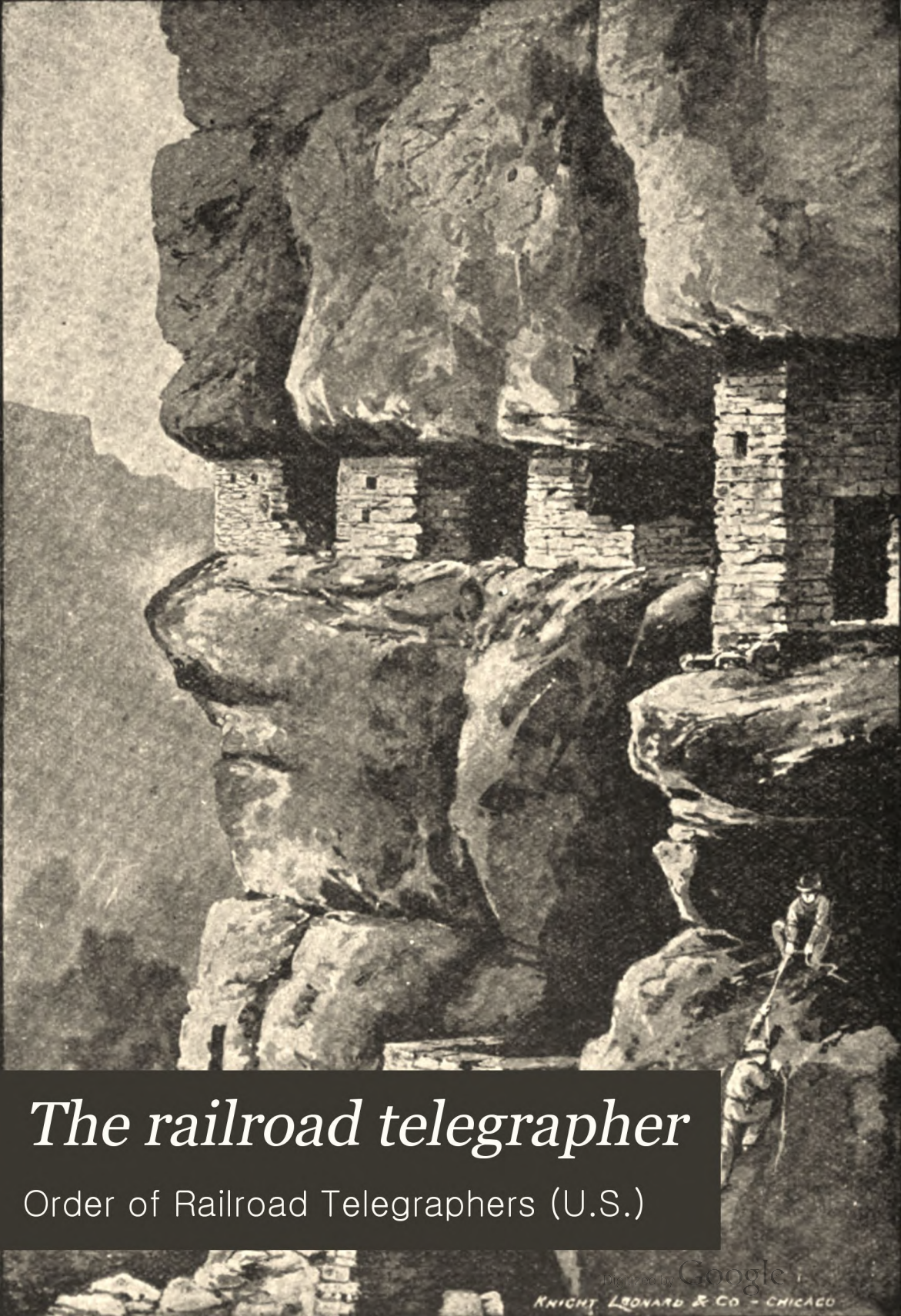

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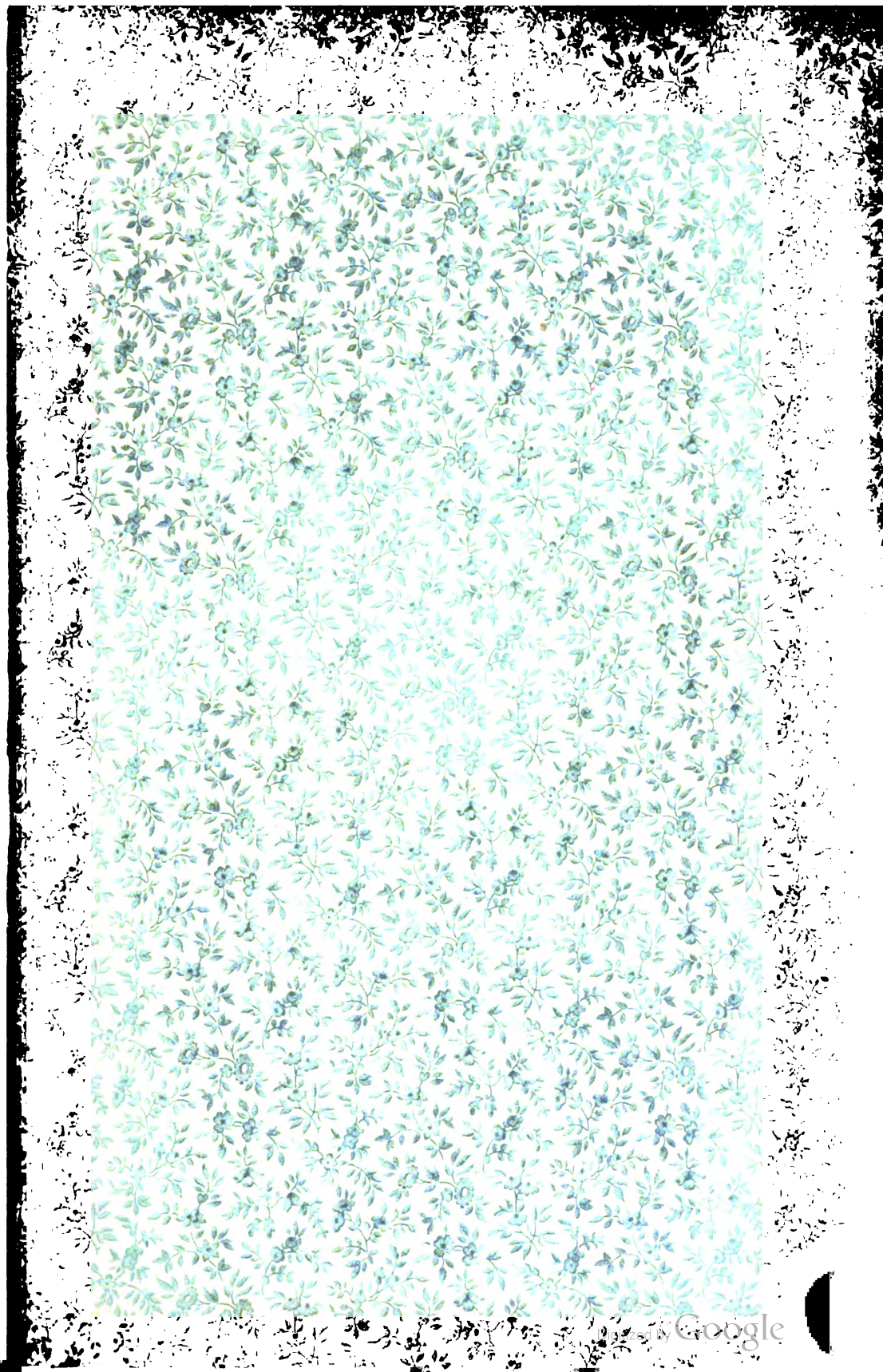
The railroad telegrapher

Order of Railroad Telegraphers (U.S.)




GIVEN BY

Publisher.



Vol. XVII. No. 1.

January, 1900.



THE RAILROAD TELEGRAPHER



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BY THE ORDER OF RAILROAD TELEGRAPHERS.

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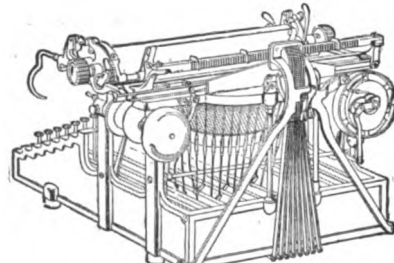


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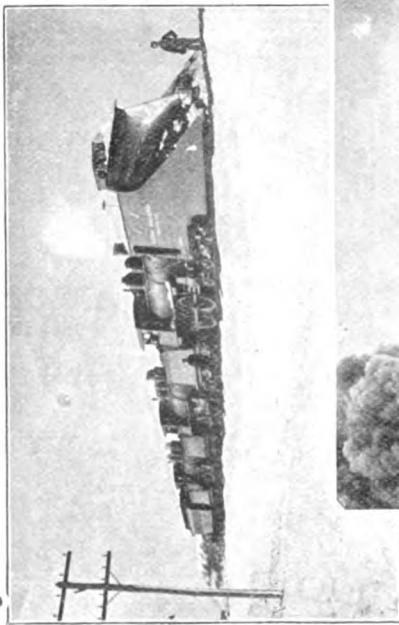
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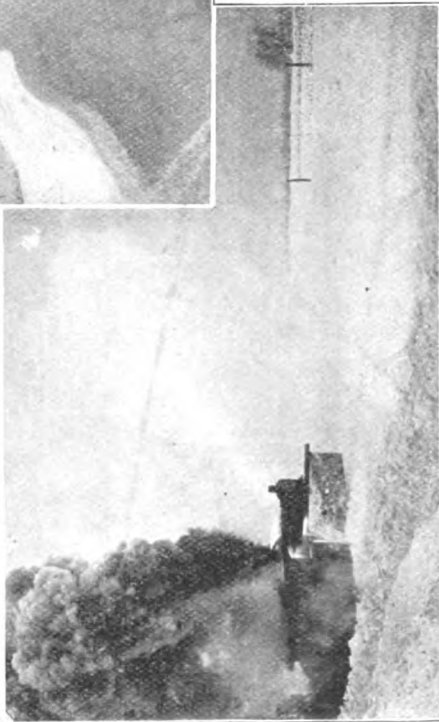
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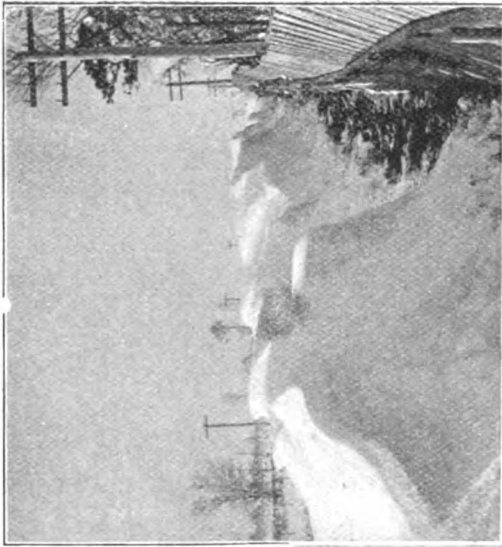
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FIGHTING SNOW BY MODERN METHODS. WINTER SCENES ON THE LONG ISLAND RAILROAD.

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THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



ENTERED AT THE POST-OFFICE AT ST.
LOUIS, MO., AS SECOND-CLASS MATTER.
Subscription Price, \$1.00 Per Year.

VOL. XVII.

JANUARY, 1900.

No. 1.

EDITORIAL

A PECULIAR CONCEPT OF LIBERTY.

DISREGARDING the signs of the times, and ignoring the oft-repeated truism that "Association is the law of Progress," the plutocratic press of the country seldom loses an opportunity to attack vigorously any movement made in the interest of the workers of the world. The aristocratic notions tenaciously clung to by the titled nobility of Europe are as faithfully adhered to by each and every newspaper scribbler, whose sole object in life is to bask in the smile of the wealthy, even if he and his family have to live on a crust up in a third-floor back room.

In a territory where, on account of telegraphers holding to the old-fashioned and well-nigh obsolete ideas of individual independence, the majority of them are working from twelve to eighteen hours per day for the munificent sum of one dollar or thereabouts, The St. Paul Daily Pioneer

Press publishes the following as a leading editorial, under the caption, "Destroying American Liberty:"

"Doubtless the act of the United States judge in Maryland, who fined a contractor on government work \$500 in one case and \$10 in another for requiring and permitting the men in his employ to work more than eight hours a day, was justified by the letter of the law, else the fines would not have been inflicted. But the incident affords another illustration of the peril to American freedom and progress involved in the efforts of short-sighted politicians to mold the laws and industrial operations of the country according to the socialistic ideas which prevail in some of the labor unions. Those workmen were employed by the hour under an arrangement which must have been entirely satisfactory to themselves, else they would not have accepted it. They chose to earn

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ten hours' pay per day rather than eight hours' pay. With every dictate of old-fashioned wisdom which exalts thrift and industry their action was in full accord. Only the idler and the walking delegate could see in it any wrong. The families of the workers were advantaged by the extra amount earned. The two hours' extra pay per day involved a day's labor in the aggregate no longer than they had been accustomed to all their lives; no longer than the customary day of nearly all the other workmen around them. But unfortunately Congress, to please the labor unions, had taken from those industrious men the right to say what they should do with their own time, and had forbidden contractors on government work to permit any more industry than the small measure which those unions thought the proper thing.

"Scarcely ever in English or American history was there a more unjustifiable assault on individual liberty than was perpetrated by the passage of the law in question. It made Congress and the United States courts the tools of the small minority of workmen enrolled in the trade-unions in enforcing the domination of that minority over the majority and over the industries of the nation. Since our government is wedded to the unwise policy of requiring from its clerical employes in the departments a shorter day's work than is usual in private business, it might have been well enough as a matter of equality to stipulate in a national statute that workmen on government structures should not, except by voluntary agreement, be employed more than eight hours; but to bar them from making such voluntary agreement was a trespass on what should have been regarded as an inalienable right. And the principle of government interference between contractors and the men employed by them—not by the government—is, except in case of cruelty or oppression, wholly indefensible. It is to be hoped that the contractor above referred to or some of the men robbed by

the district court of one-fifth of their wage-earning power may carry the case to the United States Supreme Court. It seems hardly possible that there the validity of the eight-hour law, so far as it deprives individuals of a reasonable liberty of contract, would be sustained.

"The countenance given by Congress and by sundry State legislatures to the proposition that the individual shall have no right to say how many hours he will work per day has led to the advancement of another kindred proposition, which is now sought to be enforced at Chicago. This is that not the individual, but the labor union to which he belongs, shall be empowered to say not only how long his day shall be, but how much work he shall do in a day. The plumbers, carpenters, bricklayers and various other organizations have adopted schedules showing the limit of performance to be permitted in the various operations of each craft. The limit is drawn at the capacity of the slowest and most unskillful workmen, and beyond this the quickest and most skillful are not permitted to go, under penalty of a heavy fine or expulsion from employment. The idea is to maintain a common level, uniform pay, with no opening for superior ability to get ahead of the crowd. The splendid energy and ambition which have made American workmen the foremost in the world are to be wholly repressed in the interest of a leveling socialism. Carried out, this idea means the surrender to other nations of the present American supremacy in the mechanic arts. It would enable even the Chinese and Filipinos very soon to take the lead of Americans. What wonder that the employers of Chicago have formed a league to dispute this and similar outrageous regulations of the unions; and that, unless the latter yield, Chicago is to be the center of probably the greatest 'lockout' in the history of American labor?

"But the limitation by organizations or by the government, of the amount of work which a man shall be permitted to accom-


plish per day is just as defensible as the limitation put upon the right of individual contract by the present national eight-hour law. Both tend to the destruction of the liberties gained by the long struggles of ages. Both aim to clip the wings of ambition and to limit individual progress. Let that clipping and limitation go on as the trade-union socialists plan, and American citizenship will ere long become a thing not worth having."

The writer of that article has a conception of American liberty that might do credit to a Russian serf, but it is not up to the standard here. With all the arable land withheld from his use, the man of the new generation finds himself in the market competing for the chance to make a living with thousands of others in a similar condition. Surrounded by combinations of profit-takers, growing more powerful every day, he is to be denied the privilege of combining with his fellows for his own protection, although the full limit of that protection means but fair pay for a fair day's work.

It is time that that species of liberty which permits the employer to name the hours which he expects his men to work and the price they shall receive for their time and efforts, was exchanged for something better.

It is the plain duty of every wage-earner in the land to join hands with his fellows, to resist the encroachments of unscrupulous greed, and by manly example, deter men from becoming toadies for the sake of a little sop.

GLAD TO SEE HIM GO.

 HE Associated Press chronicles the fact that Major F. K. Huger, Supt. of the Southern Ry., at Knoxville, Tenn., has resigned and will soon leave for Europe on an extended trip. It is also intimated that President McKinley is considering his fitness to serve as a member of the Board of Managers to represent the interests of the United States Government at the Paris Exposition.

Major Huger has been identified with Southern railways for many years and dur-

ing the last eighteen years has been in the service of the East Tennessee, Virginia and Georgia Railway, in charge of its transportation department, and upon the merging of this property into the Southern Railway, was made Superintendent of the Knoxville Division, which position he has held until now.

If, during all these years of official life, he ever was considerate of the rights of, or extended a helping hand to his employes in the telegraph department, we have no knowledge of it, but on the contrary, the sting of the slave driver's lash could have been no more merciless than the treatment accorded his telegraphers when he found them to be members of The Order of Railroad Telegraphers, or even in sympathy with its aims or objects. He has discharged our members for no other reason than their membership in the Order, and has boasted of it. He has chased good, honest men from pillar to post and caused the wives and children of these men to want for the bare necessities of life. The worry caused from the tyrannical abuse and subsequent discharge from the service of Sister Clemmie Roberts, by him, because of her loyalty to the Order during its early days, hastened her death.

The history of our Organization, both written and unwritten, is replete with the trials and tribulations of our members who have been so unfortunate as to have at one time been employed on a road operated by Huger. Long hours, little pay and harsh treatment has been his conception of the duty owed by the employer to the telegraph employe. He would rather have his telegraphers crawl like the worm and cower at his feet in abject terror than to have them exercise their rights as free men, and meet him on the plane of equality and friendship.

When his methods of treatment accorded his employes is considered, it is not to be wondered at that the East Tennessee, Virginia and Georgia Railway, under his management, was a failure, for he lacked the hearty co-operation of his employes, which is so essential to the successful operation of any property, be it large or small. If

Major Huger's whole body possesses one drop of the milk of human kindness, or if he ever by word or act indicated his belief that there should be a common interest between employer and employe, we have never heard of it.

It was in his grasp to have had songs of praise sung by the telegraph employes in grateful recognition of his goodness of heart, but he chose the crack of the slave driver's lash as being more tuneful and more in harmony with his nature.

When it became generally known by the telegraphers of the entire Southern Railway that Huger was at last to leave, they breathed a sigh of relief, and we doubt not that the same feeling was generously shared in by the employes in all departments of the road.

The type of railroad officials represented in the ideas of Major Huger has long since become obsolete, and it is to be hoped that no railway employe or any other man who places a value on his freedom, be it political, social or otherwise, will ever again have to be subordinate to this man whose counterpart is only to be found in works of fiction, in the capacity of overseers of slaves.

"WHEN GREEK MEETS GREEK"

AN unusual number of instances have come to light recently where subordinate officials have taken great pains to intimidate the more active members of this Organization. These people seem to consider it their duty to endeavor, by fair means or foul, to prevent the telegraphers from bettering their condition, notwithstanding that nothing but proper and constitutional methods are to be employed.

The officials who are most zealous in this regard are generally those who are upon the lowest rounds of the ladder of fame, and have only recently left the ranks. They exhibit a selfish desire to keep others down, in order, perhaps, that they may strengthen their chance of going higher. Some have traveled so far along this line that their extraordinary zeal has placed them within the clutches of the law.

Section 10, of the Erdman Arbitration Law, says:

"That any employer subject to the provisions of this act, and any officer, agent or receiver of such employer who shall require any employe or any persons seeking employment, as a condition of such employment, to enter into an agreement, either written or verbal, not to become or remain a member of any Labor Corporation, Association or Organization, or shall threaten any employe with loss of employment, or shall unjustly discriminate against any such Labor Corporation, Association or Organization, * * * is hereby declared to be guilty of a misdemeanor, and upon conviction thereof, in any Court of the United States of competent jurisdiction in the district in which such offense was committed, shall be punished for such offense by a fine of not less than one hundred dollars and not more than one hundred dollars."

In the case of Almerin L. Ackley, Superintendent of the Taunton Division of the New York, New Haven and Hartford Railroad, and Hugh J. Hill, chief train dispatcher of the same division, both of whom were arrested for discriminating against members of this Organization, the United States grand jury, at Boston, found true bills. At the trial set for January 3, the case was continued until the March term of Court. Several other cases of this kind are pending and action will be taken as soon as the necessary evidence is secured.

Over two hundred years ago, Dean Swift said that a corporation was "A thing without a soul to save or a body to kick." This apt remark is brought out into strong relief by the action of these small calibre officials, who do not know where their proper and legitimate duties to the corporation that employs them begin and end. It is possible that they may in time be taught to know that it is none of their business whether employes belong to a Labor organization or not. However that may be, they will surely find out that one man cannot oppose twenty thousand men, or even half that number, and if they elect to pursue their course of opposing the or-

ganization of telegraphers, they will find that those already organized will oppose them in such a manner that their interests will suffer by it.

It may as well be said, now that it is the intention of the organized telegraphers to organize every railroad in the United States, Canada and Mexico, as soon as the men are ready for it, with the object of making the business of telegraphy as stable and respectable as any other like business. The idea that telegraphy is nothing but a stepping-stone to something better must be banished, as there are too many good citizens who find it necessary to earn a living in that pursuit, and about 50,000 offices are in daily operation.

A new era is dawning for the telegraphers. Those that are already organized will, in future, pursue a more vigorous policy than ever before. To those individuals who think they can successfully oppose this movement, friendly notice is given that before they get through they will learn what it is to meet a powerfully organized opposition.

THE "COLORADO ROAD" AND ITS COAL MINE.

THE Citizens Coal Mining Company and the Colorado Southern Railroad are, to all intents and purposes, one and the same concern, although, from a legal point of view, they are two separate corporations.

In the Baldwin district, in Colorado, there is some of the finest bituminous coal to be found anywhere, and better still, there is plenty of it, but unfortunately it is owned and monopolized in various ways under the shelter of laws that are open to much adverse criticism.

One of the worst features of the monopoly is that the Colorado and Southern Railroad is the only railroad in the district, and as it is in close partnership with the Citizens' Company, it fosters its own mines and impedes the development of others by prohibitory rates. Not entirely satisfied with that kind of a cinch, it is now trying to skin the miners who delve in the bowels of the earth, that others may get rich, and, as a consequence, a strike is in progress.

Their efforts to get scab labor is meeting with poor success, and the people of the country are having their attention called to acts that savor of heartless cruelty. The *People's Champion*, of Gunnison, under date of December 28, relates a pathetic story about bringing poor negroes from distant parts of the country, to work in their mines. It says in part:

"These poor negroes were secured by a man named Von Dickerson, an educated Ethiopian, whose heart must be as black as his hide. He told his brethren that a coal company operating twenty miles from Denver had concluded to give colored men a show and would employ a number to work one of their properties. The negroes were fearful of trouble, and repeatedly asked if there was a strike there, but were assured that there was no trouble of any kind. Brilliant stories of the camp were told. Good, comfortable bunk houses, 65 cents per ton or \$3.00 per day, a free ride down to the metropolis any day they wanted to go, a seven and a half foot vein to work on and all the other blandishments so freely held out by the professional liar. Thirty-seven of these people accepted the terms and were passed to Denver.

"On arriving at Baldwin they found out just how they had been deceived. The seven-foot vein of coal had shrunk to an average of less than four feet. They were not prepared for an arctic climate, most of them being illy clad, some having no underclothes. The bunk house with good, comfortable beds had strayed away and the floor of a log cabin without blankets was there instead. The \$3.00 a day so glibly talked in Denver averaged a little less than 50 cents in actual practice. Disgusted and sick at heart they took up a collection of all their spare change and started one of their number back to try to arrange for transportation home."

Of course, he failed, and many of the men endeavored to tramp out of the country, with the result that they got badly frozen and became a charge upon the people. In conclusion, the *Champion* says:

"A railroad and coal company that will not pull coal for anyone but themselves should be given to understand that they must not flood a county with paupers."

THE B. R. T. OF A.

THE Brotherhood of Railway Trackmen, the youngest organization composed of railway employes, came into existence on the first day of January, 1892. The founders and promoters of this organization are endeavoring to organize and promote the interests of the poorest paid class of men employed on the American railways. When it was first established, a great many men, who should have given it hearty support, declined to do so. They attempted to discourage the movement, by predicting that the organization would not be in existence more than a year or two. Now, that it has existed for eight years, has caused trackmen's wages to be increased on several roads; the number of hours they were required to work each day to be considerably reduced in some localities, and has promptly paid all just claims on account of deaths and disabilities of insured members, the trackmen of the country are beginning to realize that the organization is a permanent institution, and that it is possible for them to help themselves by banding together and following the example set by members of older organizations. This is clearly indicated by the fact that nineteen new divisions were instituted and six hundred and nine names added to their membership list during the month of December.

As railway trackmen are as essential to the successful operation of railroads as any other class of railway employes, and as they outnumber by far any other class, it is possible for them to build up a commanding organization, which will, if properly managed, secure recognition and fair and just treatment for them. The members of all other labor organizations, and especially those composed of railway employes, should take a deep interest in the vast army of maintenance-of-way department employes, assist in organizing and allying them with the great army of or-

ganized workmen, who are clamoring for the emancipation of labor.

Many of the members of the O. R. T. can aid the union trackmen in their efforts to organize their craft by speaking a word of encouragement to trackmen of their acquaintance and advising them that any information desired pertaining to the B. of R. T. of A. can be obtained by writing to John T. Wilson, editor *Trackmen's Advance Advocate* 2212 Olive street, St. Louis, Mo.

MEETINGS OF SYSTEM DIVISIONS.

HERE is one fault to be found with the System Division plan of organization, and that is, that in many instances interest is lost because there are very few meetings held.

On roads where the members hold monthly meetings on different parts of the system, the organization flourishes, grievances are promptly adjusted and everything seems to be in a satisfactory condition.

On other roads where the General Committee meets occasionally and the members themselves do not hold meetings, the interest wanes and the first sign of trouble appears in a weakening in the ranks.

The remedy is easy. If the General Chairman will name a place of meeting and urge all who can to attend, naming one place for one month and another for the next month, in order that all may be given an opportunity to attend, the result will be gratifying. One great advantage in these meetings of members of System Divisions, is that there is an identity of interest, and a singleness of purpose that always leads to good results.

These Divisions should be perfect little organizations in themselves, capable of transacting all their business without looking to the Grand Division for assistance. This can only be brought about by the membership coming in direct contact with one another, thereby learning who are the proper men to take the lead, and which men are the best calculated to fill positions in the gift of the Division. It is hoped that General Chairmen and Chairmen of

Local Boards of Adjustment will bestir themselves in this direction, in order that new life may be infused in some Divisions that show a disposition to lag wearily behind.

A COUPLE OF INTERESTING LETTERS.

THE complaints made by organized telegraphers and station agents against the management of the Colorado Southern Railroad Company, are receiving a most thorough airing. The following letter has been addressed to every Ticket and Freight Agent in the United States and Canada:

"To the Ticket and Freight Agents of North America:

"The Order of Railroad Telegraphers has many thousand members who are Coupon Ticket Agents and Local Freight Agents, and we take the liberty of addressing this communication to each Coupon Ticket Agent and Local Freight Agent in North America, for the purpose of enlisting, if possible, the support of those who may not be members (but who are in sympathy with the movement to better the condition of agents, station and telegraph employees) in our efforts to make effective the advertising of the Colorado and Southern Railway as an unfair road, and one not worthy of the patronage or good-will of the members of our Organization, its allies and friends.

"A recitation of some of the things that lead up to our advertising the Colorado and Southern Railway as an unfair road, was published in the November issue of THE RAILROAD TELEGRAPHER but for fear that it has escaped your notice, a short summary of our troubles with that road is given herein:

"Prior to the segregation of the Union Pacific Railway in 1894, the Union Pacific, Denver and Gulf Ry. (now the Colorado and Southern Railway) was a part of that system. The conditions of employment of those in the station service at that time, were reasonable and fair, a schedule governing hours of work, wages, etc., being in effect.

"When the road, however, was placed in the hands of Mr. Frank Trumbull, as Receiver, and T. F. Dunaway, as General Superintendent, our troubles began. One of the first things done by the new management, was to practically make a horizontal reduction in the salaries of the station employes, and in addition thereto, compelled them to perform additional service and to work long hours without extra pay. Under the circumstances, remonstrance was useless, and the station employes either looked for other positions or waited for the turn of the tide in the fortunes of the Colorado and Southern Railway, hoping that when it came, they would share in the prosperity.

"The prosperity of the road came. Early in the Spring of 1899, a Committee of station employes went to Denver for the purpose, if possible, of ameliorating their condition of employment. Their efforts were unsuccessful, as were those put forth by the Grand officers of their Organization. A poll of the road was taken and the station employes voted to strike. In accordance with our laws, the Federation of American Railway Employes, consisting of the organizations of Conductors, Firemen and Trainmen, was convened at Denver. The result of this meeting was, that General Superintendent Dunaway promised to do things at a later date for them, which he afterwards both failed and refused to do. All efforts to meet President Trumbull availed nothing. It was then necessary to ask the Federation to reconvene or to go before our membership and friends and ask their support in bringing the Colorado and Southern Railway to terms. We chose the latter course, and trust that it will be entirely consistent for you to, in a quiet way, by peaceable and lawful methods, influence your friends and others to travel and ship their freight via lines other than those of the Colorado and Southern Railway. This request is made wholly to protect and benefit our membership. The Denver and Rio Grande Ry., Santa Fe Ry., Missouri Pacific Ry., and Union Pacific Ry., have thus far always shown a ready disposition to meet and treat fairly with

their station employes, and there is no reason why the Colorado and Southern Railway should receive any encouragement or assistance for our friends, so long as it maintains its present attitude towards us.

"The station employes of this country have the power in their own hands to right their wrongs in a peaceable way, if that power is intelligently and systematically used.

"Will you not contribute your influence to our Organization in its efforts to advance the interests of the station employes on the lines of the Colorado and Southern Railway?

"Wishing all of you a happy, prosperous New Year, I am,

Fraternally yours,

W. V. POWELL,

President.

"Attest:

H. B. PERHAM, Sec'y and Treas."

The Trades and Labor Assemblies of the Western States have been written as follows:

"Dear Brothers:

"Before starting in on my story, I wish to state that the Order of Railroad Telegraphers is affiliated with and is a member in good standing of the American Federation of Labor.

"My purpose in addressing you at this time and in this manner, is to ask your assistance in making effective the advertising of the Colorado and Southern Railway as an unfair road, because of its refusal to meet a Committee of its employes, members of the Order of Railroad Telegraphers, and equitably adjust the salaries, hours of labor, etc., of its station employes.

"A statement of our troubles with this road was published in the November issue of THE RAILROAD TELEGRAPHER, but for fear that the copy sent you failed to reach its destination, a short statement of our efforts, to make a satisfactory adjustment, and our subsequent failure, is given herein.

"Prior to the segregation of the Union Pacific Railway in 1894, the Union Pacific, Denver and Gulf Railway (now the Colorado and Southern Railway), was a part of that system. The conditions of employ-

ment of those in the station service at that time, were reasonable and fair, a schedule governing hours of work, wages, etc., being in effect.

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ship. The Denver and Rio Grande Ry., Santa Fe Ry., Missouri Pacific Ry., and Union Pacific Ry., have thus far always shown a ready disposition to meet and treat fairly with their station employes, and there is no reason why the Colorado and Southern Railway should receive any encouragement or assistance from our friends, so long as it maintains its present attitude towards us.

"It is said that the Colorado and Southern Railway bears an unsavory reputation in the territory traversed by it on account of the harsh treatment it has accorded the mine workers and others and its unfriendly disposition towards its employes and patrons.

"I trust your assembly of Federation after listening to the recitation of facts, as set forth herein, in the controversy between the Order of Railroad Telegraphers and the Colorado and Southern Railway, will endorse the efforts put forth by the Order in its attempts to protect its membership and

advance their interests, and will therefore use its efforts by peaceable and lawful methods to persuade your friends and the friends of organized labor from in any way patronizing the lines of the Colorado and Southern Railway until such time as a satisfactory adjustment of the matters in dispute is had, and the advertisement as unfair is removed by our Organization.

"This request is made wholly for the purpose of protecting our membership, and advancing the cause of organized labor.

"Would be glad to hear from you the action taken.

"With best wishes, I am,

Faternally yours,

"Attest: W. V. POWELL, President.

H. B. PERHAM, Sec'y and Treas."

N. B.—Our advertising the Colorado and Southern Railway was endorsed by the Convention of the American Federation of Labor, which convened at Detroit, Mich., December 11, 1899.

Editorial Notes

The Editor is "over" on poetry and "short" on prose.

The new Division card is pronounced the neatest thing of the kind yet produced.

Before you have THE TELEGRAPHER for 1899 bound send for an index, which will be furnished without cost.

The Brotherhood of Railway Trainmen has served notice of withdrawal from the American Federation of Railway Employes.

So many Signal Service men are being captured in the Luzon while laying or repairing telegraph lines, that it would seem this field is an excellent one for wireless telegraphy.

If you discover anything wrong with the Division Directory, printed elsewhere, you will confer a favor by sending a correction at once.

The Denver and Rio Grande Railway, one of the best Union roads in the country, has agreed to a new schedule for its telegraphers, effective January 1, 1900.



This cut represents the new lapel button that is being sent to each member reported paying dues for the current term.

Some employers seem to be very clever in the matter of engendering suspicion among their men. It keeps them all at loggerheads and prevents them getting together for mutual benefit purposes.

The publication of a list of Railroads that are unfair in their treatment of telegraphers is being considered. It is probable that the Colorado and Southern Railway will have the first place on the list.

"Trying to earn a living" is a much used phrase. Dame Nature furnishes a living for the birds, beasts and fishes without exacting continuous application to labor in return. If it were not for poor laws and worse customs, "Trying to earn a living" would no longer be an experiment.

The Division Directory will henceforth be published monthly in THE RAILROAD TELEGRAPHER. There are not so many Divisions, but some of them are as large again as the largest Divisions in other railway labor organizations. The plan of organizing Railway Systems into one Division, where other organizations have Divisions at each terminal point, accounts for it.

Judge White, of Pittsburg, in a recent decision, said: "Most of the rules and regulations of these trade Unions strike at the first principles of personal liberty in a free country. They are offensive and tyrannical; they are palpably unjust to individuals, and dangerous to the peace and good order of society." Whether that remark was prompted by ignorance or perversity, the Judge needs a visit from an organizer.

There has been a general shaking up of the official staff of the Colorado and South-

ern Railroad. Charles Dyer, Superintendent of the Colorado Division of the Atchison, Topeka and Santa Fe Railroad, has been appointed General Superintendent of the Colorado and Southern Railway, succeeding T. F. Dunaway, resigned. The appointment becomes effective February 1. Howard F. Parke, Superintendent of Transportation, has also resigned. The telegraphers of the C. & S. will not be sorry to see these men depart.

"My son," said an Arab chieftain, "hasten to the spring and bring me a basket of water." The lad hastened and worked long and diligently to fill the basket, but before he could return it to the tent the water leaked out. At length he saw that the labor was vain, and he turned to his father and said:

"Although I repeatedly filled the basket, the water would not stay."

Then his father took the basket and said:

"My son, what you say is true. The water did not stay, but see how clean and pure is the basket. So it will be with your heart. You may not be able to remember all the precepts you hear, but keep trying to treasure them; they will make your heart pure and fit for heavenly use."

And so with the telegrapher that rejoins the Order every time an organizer comes along. The true principles of unionism will be his if he comes in often enough, and he will then cling to the organization of his craft, come what may.

Following is the *fac-simile* of a letter received from one of the most popular and widely known Superintendents of Telegraph in the country:

The Missouri Pacific Railway Company.
St. Louis, Iron Mountain & Southern Railway Co.

and
 LEASED, OPERATED & INDEPENDENT LINES.

C. W. Hammond,
Supt. of Telegraph

Office of Supt. of Telegraph
 Rooms 14 and 17 Eighth Floor, South & Levee Sts.

St. Louis, Mo. December 25th, 1899.

Mr. W. V. Powell,
 City.

Dear Sir:—

Please accept my thanks for Holiday greetings which I have just received.

Kindly convey my wishes to all Telegraphers for their continued health, happiness and prosperity.

Yours truly,

C. W. Hammond



LONG BEACH, ON THE SOUTHERN SHORE.

Courtesy of the Long Island Railroad.

THE MUTUAL BENEFIT DEPARTMENT

**ASSESSMENT NO. 15 IS DUE ON
FEBRUARY 1, 1900. TIME FOR
PAYMENT EXPIRES MARCH
31, 1900.**

CLAIM No. 28.—Amount \$1,000; was paid December 9, 1899, to Mrs. Carrie Turner, of Wortham, Texas, the widow of our late Bro. L. G. Turner, of Fort Worth, Texas, Division No. 19, who died September 6, 1899, from malarial hematuria.

CLAIM No. 29.—Amount \$1,000; was paid December 30th to Mrs. Myrtle A. Smith, of Creswell, Ore., the widow of Bro. Granville W. Smith, of San Francisco Division No. 170, who died from the effects of an operation for appendicitis August 8, 1899.

CLAIM No. 30.—Amount \$1,000; was paid January 8, 1900, to Mrs. F. A. Werner, of New Baltimore, Somerset County, Pa., the mother of Bro. Edward L. Werner, of Cumberland Division No. 162, who was killed by falling from a building in Allegheny City, Pa., on October 22, 1899.

CLAIMS PAID.

Following is a statement of claims paid by this Department to date, January 9, 1900.

Claim No.	Cert. No.	Div. No.	Deceased Member.	Beneficiary.	Relation-ship.	Amount.
1	287	149	Theo. Baylor,	Mrs. R. E. Baylor,	mother,	\$ 300 00
2	248	40	E. O. Carter,	Helen S. Carter,	wife,	1000 00
3	507	42	C. P. Kennedy,	Cynthia A. Fisher,	sister,	500 00
4	1096	31	O. S. Fletcher,	Alice Fletcher,	wife,	1000 00
6	168	12	W. R. Steurer,	Emma Steurer,	wife,	500 00
8	1638	22	Geo. T. Huffer,	Grace Huffer,	sister,	300 00
9	807	43	Edward H. Walker,	Nancy A. Walker,	wife,	300 00
10	786	7	F. H. Carson,	Annie Carson,	mother,	500 00
11	59	7	Wm. Cator,	*Mrs. Wm. Cator,	wife,	1000 00
12	1041	40	E. O. Ancell,	Frances S. Ancell,	wife,	1000 00
13	1384	171	Davis C. Lanier,	Elnora Lanier,	wife,	300 00
14	305	32	E. E. Ragland,	Emily E. Ragland,	wife,	300 00
15	70	7	John McKee,	Ruth A. McKee,	wife,	300 00
16	829	114	M. B. Batchelor,	Dave D. Batchelor,	father,	1000 00
17	157	23	Maurice McCarty,	*Susie McCarty,	wife,	500 00
18	180	7	G. L. Fleming,	Mrs. W. J. Fleming,	mother,	1000 00
19	526	7	Wm. Hewitt,	Edw. Hewitt,	brother,	500 00
20	848	5	J. C. C. Rosebrugh,	Eva E. Rosebrugh,	wife,	1000 00
21	95	7	Francis Miller,	Thos. Miller,	nephew,	300 00
22	1288	170	Louis Davidson,	Nina Davidson,	wife,	500 00
23	1557	170	H. Klahn,	A. H. Klahn,	brother,	1000 00
24	1668	31	Andrew Scharr,	*Mrs. K. Bentheim,	sister,	300 00
25	1470	Grand.	R. C. Richards,	Katherine Scharr,	mother,	300 00
26	1436	23	Ansel Johnson,	Amanda M. Richards,	mother,	500 00
27	1462	22	Daniel Sheehy,	Cecil E. Johnson,	daughter,	500 00
28	60	19	Levi G. Turner,	Mrs. P. Sheehy,	mother,	300 00
29	1101	170	G. W. Smith,	Carrie Turner,	wife,	1000 00
30	1743	162	Edw. L. Werner,	Myrtle A. Smith,	wife,	1000 00
				Mrs. F. A. Werner,	wife,	1000 00
TOTAL.....						\$17,700 00

*As Mrs. Cator was also killed in the snow-slide that carried Bro. Cator away, payment of this claim was made to the Trusts & Guarantee Co., Limited, of Toronto, Ont., as Administrator for the estates of Mr. and Mrs. Cator.

*As Mrs. McCarty died prior to the demise of Bro. McCarty, this claim was paid to the guardian of Master Jerome McCarty, their son.

Claim No. 5 was rejected by the Insurance Committee, on account of an investigation having proven that the answers given to questions in the original application for membership in this Department were not in accordance with the facts, as to the applicant's health at the time of filing the application.

Claim No. 7 was not paid on account of the member not being in good standing in accordance with the laws at the time of his death.

Gleanings

Limited unionism is only scotching the snake, not killing it.

* * *

A man can best enjoy prosperity who has suffered in adversity.

* * *

"The union of all who love
In the service of all who suffer."

Frances Delyle Warwick.

* * *

The English Railway Congress, recently in session, decided to demand the eight-hour day.

* * *

"Two thousand years—and still misunderstood,

Is Christ's philosophy of Brotherhood."

—Ella Wheeler Wilcox.

* * *

Statistics of average weekly wages just issued from Maine, covering the cotton mills in that State, show that men's wages average \$7.88 per week, those of women \$5.60, and of children \$2.73.

* * *

A Halifax, N. S., firm, employing more than 400 men, has adopted the profit-sharing plan, and announced to its employes that hereafter they will be given an interest in the profits of the concern on certain conditions.

* * *

The Granite Cutters' National Union has notified all employers that on and after May 1, 1900, the hours of labor will be eight per day, at a rate of not less than \$3 per day. The National Union adopted the resolution early in 1897, and as ample notice was given of the change, and trade prospects are exceptionally bright, little or no trouble is expected.

Australian trade unionists are by no means enthusiastic about the war in the Transvaal. They view it largely as a war of conquest and plunder on the part of England, which is also the view of European organized workers.

* * *

The meeting of the officers of the International Typographical Union and Trustees of the Childs-Drexel Home for Printers at Colorado Springs last week decided on a \$10,000 addition to the home, and appropriated \$5,000 for improvements on grounds and present buildings.

* * *

The Brotherhood of Electrical Mechanics, one of the strongest unions in Chicago of the building crafts, has gone to law through dissensions, two factions being at war. Several injunctions have been asked for, but Judge Gibbons, before whom the cases came up, has referred the whole matter to a meeting in chancery.

* * *

"Golden Rule" Jones, of Toledo, says: "The kind of trust I believe in is Uncle Sam's big trust—the postoffice. At one end of a car you may see a railway mail clerk working for \$1,000 a year, and eight hours a day. At the other end of the car you may see an express messenger working fourteen hours a day for \$60 a month."

* * *

A \$100,000 building is to be erected by the Building Trades Council of Chicago, to be ready for occupancy on May 1, 1901, at which time the lease on their present holdings expires. The building will be devoted to the use of organized labor in Chicago, and will be the first edifice of its kind to be constructed in the United States.

Organized labor presents to the world to-day the only real, and at the same time peaceful, solution of the great problems, economical and social, of our time. All agree that conditions as they are in life, even though they be somewhat improved, yet are of so grave a character that they command the attention of the best minds of our people.—*Exchange.*

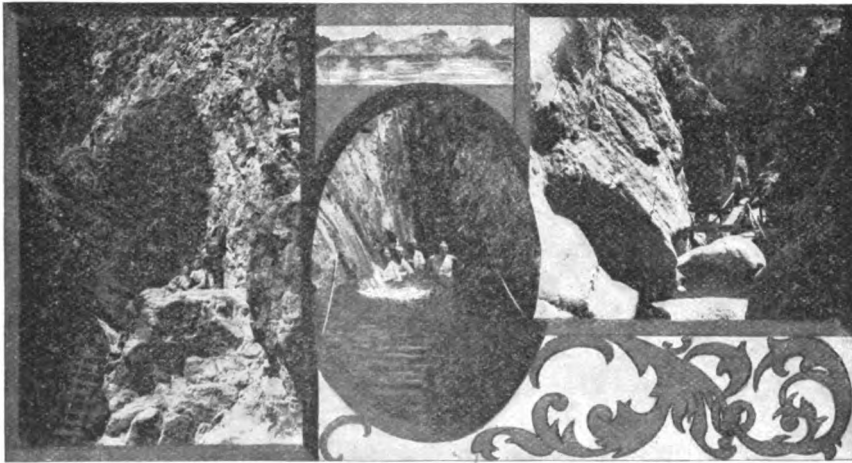
* * *

A bill has been introduced in the House of Representatives for a Pacific cable to be built by the government to Hawaii, the Philippines, Japan, and China, at a limit of cost of \$8,000,000, of which \$500,000 is to be immediately available. It provides that

The November report of the Colorado and Southern road was made public yesterday. The earnings of the road for the month were \$414,953 and the expenses were \$273,256. The net earnings of the road after deducting taxes amounted to \$125,808 for the month. The company is operating 1,141 miles of track. The net earnings of the road for the fiscal year to December 26, deducting taxes, were \$530,042.—*Denver News, Dec. 31, 1899.*

* * *

The trade union card of membership confers a higher nobility than that of the noble, a mission as holy as that of the priest, and will, in the fullness of time, give



VIEWS AT CASTLE CREEK, HOT SPRINGS, ARIZ.

Courtesy of the Santa Fe Route.

the route and general control shall be placed under a Pacific cable commission, including the Postmaster-General and the chief signal officer of the army.

* * *

If the workingmen would evince more regard for the study of political economy and the actual state in which their own listlessness is placing them, and less regard for sensational scare-head "news," it would be only a short time till either the labor papers of the country would lead all others in circulation, or the great papers would all change into "labor" papers.—*Labor Compendium.*

greater security and serenity of mind than that now enjoyed by the capitalist. The spirit of trade unions expands with every fight to protect the miserable and oppressed. A man willing to work, and unable to find work, is perhaps the saddest sight under the sun.—*Thomas Carlyle.*

* * *

With the British forces now in South Africa there is a special corps of several hundred men, composed entirely of railway men. The majority were taken from the forces of the London & Northwestern and the Great Northern Ry. Co.'s. Most of the railway companies from whom these

employees were taken have marked the names of these men "absent on leave," so that on their return their places will be open and their seniority will not have been lost.

* * *

Great credit should be given to the labor papers. They have done much towards spreading information regarding the benefits of organization and to create a widespread sentiment among the wage-workers in favor of uniting. Every member of the American Federation of Labor should encourage and assist these local papers. They are good organizers, and when they stand for labor, and that alone, they never fail to render yeoman service to the cause they advocate.—*Frank Morrison, Secretary of A. F. of L.*

* * *

According to consular dispatches, Russia has sent engineers to the left bank of the Ural River to survey the country lying between Orenburg and Taschkent. She intends to build a railroad to connect these two cities. This line will cross Turkestan. Another line is to run from Alexandrowo through the Trans-Caspian country along the left bank of the Amoo as far as Tschardschin. The object of these railroads is to connect Russia with the commercial centers of middle Asia, and ultimately with the Indian Ocean. It is expected that these railroads will find a large amount of traffic in developing the cotton-producing countries through which they will pass, which are Turkestan, Bokhara and Khiva.

* * *

The way to use the watch as a compass is simple, so simple, perhaps, that many persons cannot remember just how to do it. If the watch is keeping correct time all that is necessary is to point the hour hand in the direction that the sun lies, and the mark on the dial exactly half-way between the hour hand and the figure XII. will point to the south. This is so because while the sun is passing over 180 degrees (east to west) the hour hand of the watch passes over 360 degrees (from 6 o'clock to 6 o'clock). Therefore the angular move-

ment of the sun in one hour corresponds to the angular movement of the hour hand in half an hour; hence, if we point the hour hand toward the sun the line from the point midway between the hour hand and 12 o'clock to the pivot of the hands will point to the south.

* * *

According to press accounts the Ann Arbor Railroad has closed a contract with the Marconi people for apparatus to operate a system of wireless telegraphy in connection with the car ferry business of that road across Lake Michigan. One office is to be at Frankfort, Mich., on the east side of the lake, and the other at Menominee, Mich., on the west side, the distance between the two points being eighty-three miles. A direct line between the two points passes across the peninsula to the east of Green Bay. At present the railroad company must depend for telegraphic communication upon a line around the lake, through Chicago, and, quite frequently, during stormy weather, the company is put to a good deal of inconvenience by the interruption of such communication. It is said that if this system fails to operate satisfactorily a cable will be laid across the lake.

* * *

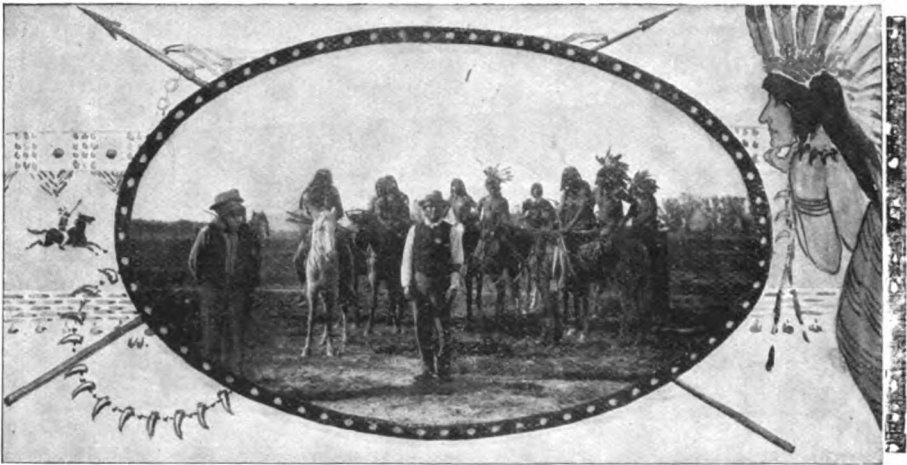
From Colorado Springs comes news that Tesla is not asleep. He had just begun his work, but he did not succeed in concealing himself from the newspaper correspondent. "Two objects brought me here," said the inventor, according to the account. "First, to develop, perfect and manufacture a machine for transmitting messages to Paris next year without the use of wires; second, to work out a theory on which I have been experimenting for five or six years, that there are electrical currents in the strata of air at various altitudes, from which tremendous power can be generated. Some years ago I discovered the principle that power can be transmitted to any distance without wires. The transmission of messages followed close after. Then I discovered a principle to be made of more service. I am only at the beginning, but I was never more confident of success. I

never fail." Tesla has an experiment station just east of Colorado City. He seems to expect to talk to Paris next year without the aid of wires. He hopes also to perfect inventions for general use in wireless telegraphy.

* * *

A dispatch from Budapest, under date of September 30th, states that the United Electrical Company, on the preceding night, tried for the first time in Eastern Europe the rapid telegraphic invention of Virag and Pollak. The test was made upon the government wires between Berlin and Budapest, and it is said that all the experiments were successful. The test showed that the messages, which had been previously per-

On September 23, the Northern Pacific Ry. Co. brought to St. Paul, Minn., from Seattle, Wash., a train of sixty loaded cars—thirteen containing general merchandise, while in the remaining forty-seven were over 10,000 sheep. The same day there arrived in Chicago from Leadville, Colo., a train of forty cars, containing 1,200 tons of manganese ore, which, at the recently quoted price of \$100 a ton for ferro-manganese, represents quite a valuable shipment. As an illustration of what the railroads are doing it is stated that in one day recently 5,000 cars of freight originating in or consigned to firms in the Pittsburg district were handled, and 7,208 cars of



GROUP OF MARICOPA INDIANS.

Courtesy of the Santa Fe Route.

forated upon a tape, could be worked off by electricity at the rate of 78,000 words an hour, although the machine's normal capacity, as the inventors declare, is 100,000 an hour. By this system the inventors say one wire can do the work of sixteen wires worked by the present method. Representatives of several American electrical companies and of the French, Hungarian and German governments were present at the tests. Although the trials were said to have been successful, it is stated through the Associated Press that the German postal department considers the apparatus too delicate for ordinary use.

through freight passed through the Pittsburg yards.

The railroad workers of England have decided to demand the eight-hour day. It is possible this may result in a strike of greater magnitude than that of the dockers, miners or engineers, each of which shook British capitalism to its very center. Some express the opinion that the government will quietly "tip" the companies to have no trouble, and avoid official interference. All parties agree that a strike will give a great impetus to the already formidable demand for government control of railroads.

PERSONAL MENTION

BORN.—To Mr. and Mrs. M. A. Guimond, of St. Croix, Quebec, on December 22, a thirteen-pound O. R. T. girl.

BORN.—To Bro. and Mrs. T. M. Young, Sunday, December 10, at Renovo, Pa., a ten-pound O. R. T. boy.

BORN.—To Bro. W. I. Overstreet and wife, of Blue Ridge Springs, Va., a fine O. R. T. boy, November 12. All are doing well.

SANTA CLAUS brought Bro. W. E. King and wife, of Akron, O., a fine seven-pound girl, December 21. Bro. King works at Hills, one mile east of Akron.

SANTA CLAUS, on his trip down South from his North Pole home, December 1, decided to leave Bro. J. M. Paul and wife their Christmas present in the shape of a ten-pound boy, O. R. T. all over. Who could blame Santa for not wanting to carry that load away down South and back. Bro. Paul works for the Chicago & Erie, at Bass Lake, Ind.

MARRIED.—On December 6, at Harriston, by Rev. Dr. McCullough, Bro. E. J. Guthrie, G. T. R. Agent at Harriston, to Dora, daughter of John Waddell, Esq., of the same place. Congratulations.

MARRIED.—Bro. Andrew J. Ewing and Miss Mary L. Harris were united in the bonds of wedlock Thursday, January 4, at the Iler Grand Hotel, Omaha, Neb. The telegraphic fraternity extend congratulations.

MARRIED.—On November 22, Bro. Montgomery and Miss Rosa B. Penrod, of Lapaz, Ind., were united in marriage at Logansport, Ind. After making a tour of the

Eastern States they returned to Milford, where they visited the groom's parents. Congratulations and best wishes from the O. R. T.

MARRIED.—At the home of the bride's sister, Mr. and Mrs. J. N. Lott, December 26, Miss Marie Smyly, a charming young lady of Johnston, S. C., and Bro. J. A. Dozier, the popular agent at Trenton, S. C. Bro. and Mrs. Dozier left on the afternoon train to visit the bride's uncle, Col. D. A. Tompkins, of Charlotte, N. C. Congratulations.

MARRIED.—Bro. J. W. Painter and Miss Florence Peterson were united in matrimony Tuesday evening, December 19, 1899, at the home of the bride's parents, Kansas City, Kan. Bro. Painter is the genial day operator at Winfield, Kan., for the Santa Fe, and Miss Peterson was one of Kansas City's leading society belles. Congratulations.

MARRIED.—Bro. John W. Byrne and Miss Amasetta Wood, at Greenup, Ky., on December 12th, 1899, the ceremony being performed by the Rev. G. W. Clung. Bro. Byrne is a member of C. & O. System, Division No. 40, and is located at Wellsburg, Ky. The bride was the third daughter of Mr. M. F. Wood, of Greenup, and is handsome and popular. The telegraphic fraternity extend their congratulations to the happy pair.

MARRIED.—Bro. F. O. Bacon, Fabens, Tex., to Miss Maggie McGovern, November 29, 1899, in El Paso, Tex. Bro. Bacon is the faithful operator at Fabens, Tex., and is always at the front in matters concerning the Order. Miss Maggie McGovern was a very popular and charming young lady of Ft. Hancock. We hope his chick-

ens will yield twice the crop this year, and extend to him through THE TELEGRAPHER our congratulations. May his pathway be strewn with riches and all that will make the couple's future a life of happiness, is the wish of his many friends.

DIED.—Sister May Francher, *née* Argabrite, died in Kansas City, Mo., on December 22. Mrs. Francher was a member of San Francisco, Cal., Div. No. 170, employed on the Santa Fe route. Condolences are extended to the friends and relatives of the deceased.

DIED.—Bro. D. W. Hogan, of Aurora, Ia., died November 29, from typhoid and malarial fever. Bro. Hogan was an attached member of the Grand Division and had been in poor health for some time past. The telegraphic fraternity extend sympathy and condolences.

DIED.—Cecil B. Leach, aged 22 years, a well-known telegrapher of Pittsburg, was found dead in his room in the above city. December 26. Death was due to escaping gas. The deceased was well known in Pittsburg and also in the West, and was employed by the Western Union office at Pittsburg. His remains were sent to Clarksburg, W. Va., his former home, for interment.

WANTED.—Present address of H. Maxfield is desired. W. V. POWELL, President.

WANTED.—Present address of R. N. Barlow. When last heard of was working for the W. & L. E. Railway, in Ohio.

F. N. MCQUARIE, Oswego, Kan.

WANTED.—Present address of R. G. Nichols. Last heard of was working for Kansas City Belt Line Railway, Kansas City, Mo.

W. L. MOSELY, Ellsworth, Ill.

WANTED.—Address of David Crawford, telegraph operator or train dispatcher. Last heard from at Summit, Mont., as operator on Northern Pacific Railway.

S. C. YOUNG, Ft. William, Ont.

WANTED.—Present address of E. E. Blain. Have some business on hand for him, and would like to locate him as quickly as possible.

JAMES A. RUSSELL,
Cripple Creek, Colo.

WANTED.—Present address of W. A. Marshall. Was at one time a telegrapher. Any information will be gratefully received by his mother, Mrs. F. L. Marshall, Seattle, Wash.

WANTED.—Present address of A. R. Kaff, ton, dispatcher and operator. Last heard from at Diamondville, Wyo., and worked for the O. S. L. Railway last winter. "Kaff," if you see this, please write.

W. E. TESTER, Granite, Colo.

BRO. M. J. BOYLE, operator at Crested Butte, Colo., is now taking a leave of absence and in company with his wife is visiting friends and relatives in and around Youngstown, O.

ANYONE knowing where Robert C. Wilson is will confer a favor by writing at once to the undersigned. His brother, Frank, is very sick with hip disease, although there is no immediate danger. R. D. WILSON,

Beattie, Kan.

WOULD like to know whereabouts of John J. Finan. Last seen in Kansas City, Mo., in March, 1899. Formerly worked for M. K. & T. Railway, at S. McAllister, I. T. John, if you see this, drop me a line.

ALEX. A. HOOE,

Camp, Puerto Principe, Cuba.

BRO. O. L. RUDSAIL, Secretary and Treasurer of Atlanta, Ga., Division No. 70, has changed his address to Box 630, Atlanta, Ga.

BRO. E. P. CURTIS, of the Order of Railway Conductors, located at Temple, Tex., where he is employed by the M., K. & T. Ry., is to be a candidate for a seat on the Texas Railroad Commission. He is one of the right sort and will receive the hearty support of organized labor.

BRO. R. MACGLASHAN WEPPLER, of the Grand Division, who has been located at Kingston, Jamaica, for many years, reports the sudden death of his sister at 10:45 p. m. on November 11, 1899. The sympathy and condolences of the fraternity are extended to him.

MISCELLANY

THE A. F. OF L. CONVENTION.

THE American Federation of Labor held its Nineteenth Annual Convention in Detroit, Michigan, convening in Harmonie Hall at 10 o'clock a. m., December 11, 1899. As is well known by our membership, the Order of Railroad Telegraphers became affiliated by applying for membership, and was accepted October 31, 1899. This step of advancement is one of the most important taken by our organization since the St. Louis Convention in 1891, which changed the organization from one of sentiment to one of business, by making it a protective organization.

Owing to a bicycle accident on the streets of Washington, D. C., in which President Samuel Gompers was quite painfully injured, he was unable to be present until Friday, December 15. Second Vice-President James Duncan presided until the arrival of President Gompers. There were 194 delegates present, representing over 875,000 members of organized labor.

President Powell appointed Bro. Charles Daniel, Chairman Board of Directors, and S. C. Mahanay, Secretary, to represent the O. R. T., but owing to unavoidable circumstances Bro. Daniel could not attend.

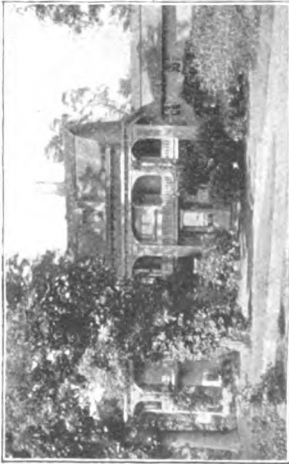
The convention was one of the most successful ever held by the A. F. of L., in every respect. Many of the delegates were men who had devoted years to the study of the labor question and were trained in their ideas of how to handle questions that arise between capital and labor. The principles of unionism were never more clearly set forth, and the advantages to be obtained by organization more forcibly brought out than was shown by the many

questions discussed upon the floor of the convention. Surely the Order of Railroad Telegraphers has made no mistake by becoming affiliated with the American Federation of Labor.

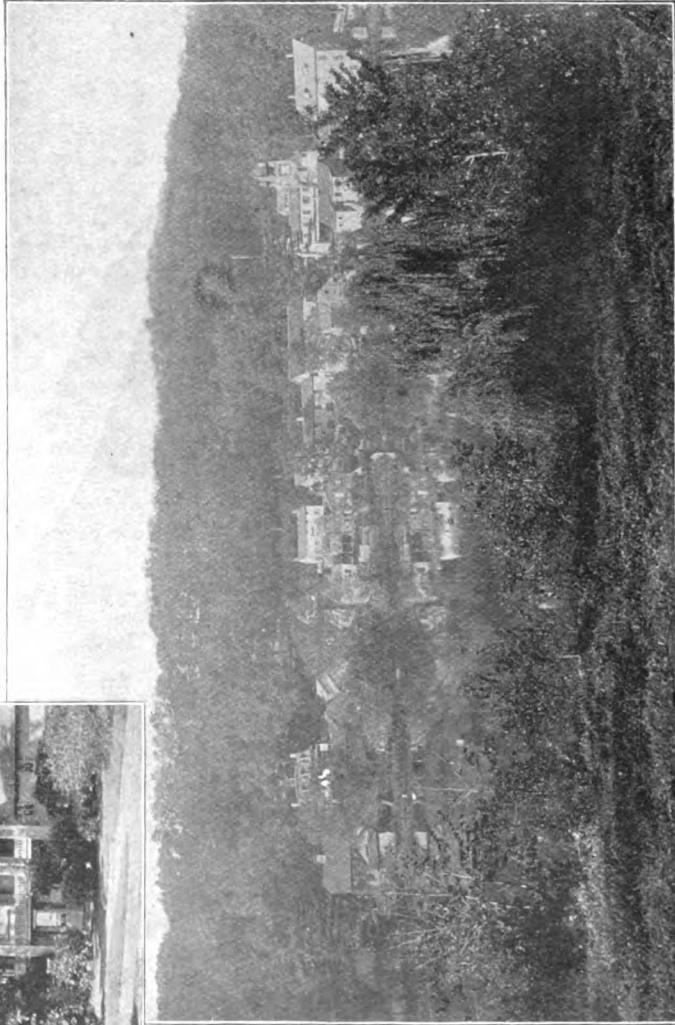
There are two fundamental objects which the American Federation has started out to accomplish; first, the organization of all into class organizations, or in other words, to first establish an organization for each trade, and encourage every man or woman to join his or her trade union, based upon a strict recognition of the autonomy of each trade and the promotion and advancement of such bodies. Second, a federation of all trade unions, to aid and assist each other in their efforts to better the condition of all wage-earners. By aiding and encouraging the sale of union-made goods, and to secure State and National legislation in the interest of the laboring masses, and to use all honorable means to influence public opinion by peaceful and legal methods in favor of organized labor. And last, but not least, to aid and encourage the labor press throughout the country.

Who will deny that these are not laudable objects? Are these not the very objects for which we are all working to gain? It is a duty we owe ourselves and our fellow-man to encourage those with whom we come in contact to join their respective trades union, thus strengthening the cause of labor, and as a united band so much can be accomplished by ever standing ready to aid each other.

How often we have heard in our Division meetings the union label discussed; it is a matter of fact that if we would make it a point to buy only union-made goods, go into our shoe store and demand the



Home of Wm.
Cullen Bryant.



ACROSS THE HARBOR, ROSLYN.
Courtesy of the Long Island Railroad.

union label stamped on the bottom of our shoes, go into our hat stores and see that the hats we buy have the union label in them, or go elsewhere to purchase, see that the clothes we buy bear the union label, that by doing this we would do a world of good for the labor cause. We would cause the merchant to give this matter due consideration and when he came to make out an order for a bill of goods he would add at the bottom of his bill, "Send me union-made goods, or I will send my order where I can get them."

The following resolution was unanimously adopted by the convention:

Whereas, The Order of Railroad Telegraphers, the only railroad organization now affiliated with the American Federation of Labor; and

Whereas, We are mindful of the great importance of a closer alliance with the other railway labor organizations of America and Canada; therefore be it

Resolved, That a delegate be elected by the Executive Council to represent the American Federation of Labor at the next conventions of the following railway labor organizations: Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Order of Railway Conductors, and Order of Railway Trainmen, said delegate to render a full report to the President of the American Federation of Labor immediately upon the completion of his labors.

It is hoped that by sending a representative to the above-named conventions, to clearly lay before these bodies the objects and aims of the A. F. of L., that they can be brought into the Federation.

One of the most important changes in the laws made by the convention was that giving the Executive Council authority to declare a levy of one cent per member per week on all affiliated unions for a period not exceeding ten weeks in any one year, to assist in the support of an affiliated organization engaged in a strike or lock-out. Note that this assessment is not to be levied unless the necessity arises for it, but should the necessity arise, nearly \$100,000 could be easily and quickly raised for the

purpose of carrying on a strike, at an actual cost to each member of only ten cents.

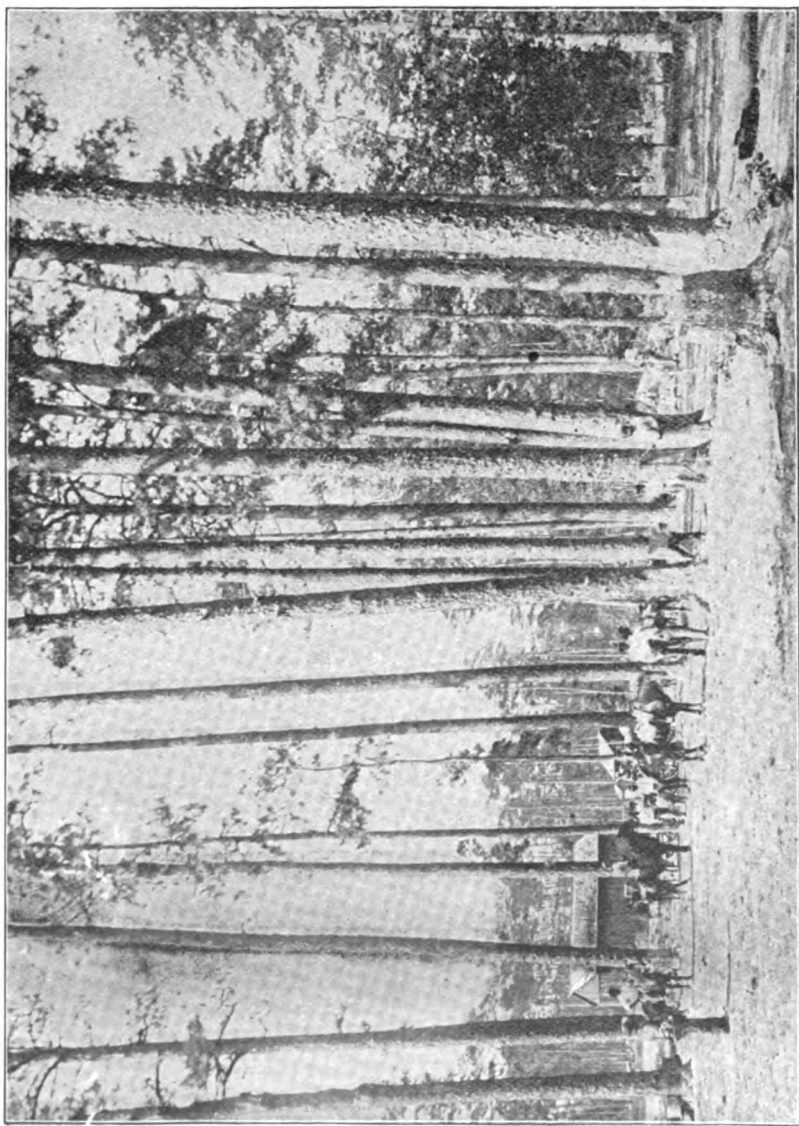
The convention of the American Federation does not declare boycotts, this power being vested in the Executive Council, which Council is composed of the President and six Vice-Presidents, Secretary and Treasurer. Any organization a member of the Federation having a grievance against a firm or corporation, is required to submit same in writing to the Executive Council, who will appoint the President or some other member of the Council to aid in the adjustment of such grievance. All boycotts must have the approval of the Council.

The convention heartily endorsed the boycott placed on the New York *Sun* by the Executive Council, and it is a matter of fact that the New York *Sun* to-day is merely a skeleton of its former greatness; even the blanket injunctions issued by the New York State courts have failed to stop the effects of the boycott. The boycott is one of the most powerful weapons in the hands of organized labor, and if used judiciously it can be made the means of righting many wrongs.

The American Federation of Labor by its efforts and influence won for the coal miners of the United States one of the grandest victories ever achieved for organized labor, and it can accomplish the same results for the Telegraphers or any other body of organized labor, when called upon for assistance. We are dependent upon each other to a certain extent, and the closer we become allied with organized labor in general, the easier it will be for us to carry on the work for which we are banded together.

Our affiliation with the A. F. of L. not only strengthens them, but lends us a power we never before possessed. It was a progressive step in the right direction, and let us put forth all honorable means to advance the labor movement, for as long as its efforts are properly directed the man who earns his bread by the sweat of his brow is directly benefited.

SIDNEY C. MAHANAY.



A TURPENTINE ORCHARD ON LINE OF ILLINOIS CENTRAL R. R., IN MISSISSIPPI.

Courtesy Illinois Central R. R.

A GALA DAY OUT WEST.



NE of the most delightful social events that has ever happened in telegraphic circles in the West, was the surprise given "past" Superintendent of Telegraph S. B. Grimshaw, of the D. & R. G., now enjoying well-earned promotion. This transpired on the eve of January 1, at their cozy home on Bert street. As to Mr. Grimshaw, the surprise was complete; however, Mrs. Grimshaw had known and heartily co-operated in the arrangement for some days, and she never told, and 'tis needless to say, proved herself an ideal hostess, with the assistance of her two charming little daughters, in the entertainment of some fifty "representative telegraphers," from all parts of the "Great Scenic Route."

They were O. R. T. men, of course, from the simple fact there ain't enough of the other kind in this part of the world to represent much, or go any place. However, the secret of the affair was disclosed when Chief Dispatcher J. H. Abrams arose, and in the most graceful talk you ever listened to, presented Mr. Grimshaw with a solid gold, twenty-one jeweled "Waltham" watch, beautifully engraved, as being "presented by the telegraphers of the D. & R. G. Ry.," also chain and Masonic charm.

For myself, I want to say that I regard it as downright mean to "wad" a man up with all sorts of conflicting emotions, and then expect him to come right back at you as though nothing had happened, but Mr. Grimshaw was equal to the requirements, after a bit, and his response was very gratifying. Delicious refreshments were served, followed by music and a general good time. And say, I don't want to make it too public, but want to add that Mr. Charles A. Parker, Superintendent of Telegraph, who with his wife were among the guests, put aside his characteristic dignity for "one night only" and demonstrated, with the aid of Senator Tanquary, that the various evolutions inspired by the melody of "rag time" music, are "dead easy." Then somebody, possibly Hurlbut, while picking up things here and there, discovered the following manuscript lying on the piano, and, of course, you know Charlie, he read it. Lit-

erary merit was not claimed, but the sentiment was heartily endorsed:

GREETING.

Well, "S. B. G.," we're glad to meet
Yourself and friends to-night,
And offer you our hearty wish—
That you live long—and right.

This "token" which we offer,
Is one of friendship rare;
'Tis given by the boys, who've found
You always just and fair.

We've watched you in your short career,
And I'm happy to relate,
That you've proved yourself a "red-hot bun,"
With a heart for any fate.

You have faced your joys and sorrows,
As you met them day by day,
And you've buckled up against "old fate"
In a diplomatic way.

Fill you've won success through merit;
'Tis the kind that comes to stay,
And the ones most pleased at your success
Are the boys you greet to-day.

So anon, when your "lilacs" have turned gray,
As "Old Time" spreads a gloss o'er your pate,
And your legs will wobble as you wander along,
En route for eternity's gate.

You'll remember the boys of the "D. & R. G.,"
As you push right ahead "in the swim,"
And you'll know that they feel as they note your
success,
That there's nothing too good for "Old Grim."

Greetings were finally exchanged, and a
delightful affair closed. JESSE.

A LABOR SERMON.

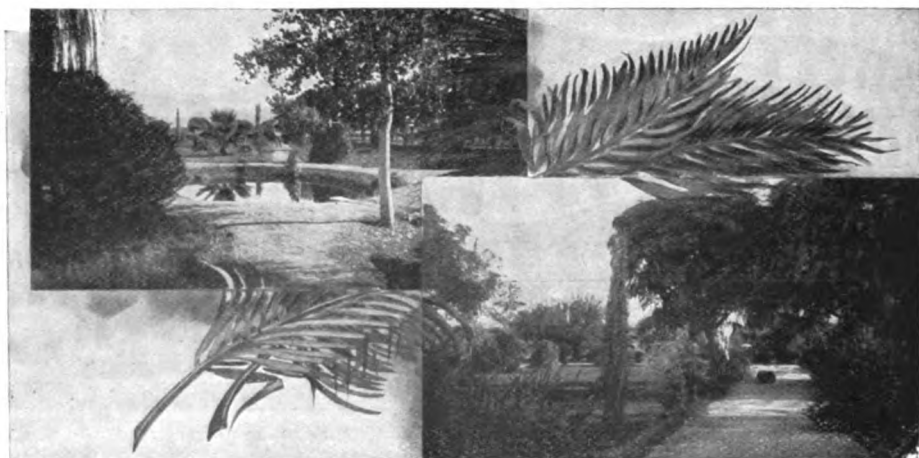
IT IS a strange thing this inversion of thought that permeates the church and society in general. Men pray to have their trespasses forgiven as they forgive others, forgetting that they never forgive. Well paid pastors glibly talk about the Master of old as if in His teachings He upheld the daily lives of that pastor or his flock, most of them being Sunday religionists and daily profit seekers.

It is pleasing to note that social and economic questions are getting to be discussed more and more each year and that this kind of education is spreading among the wealthy.

One of the best things published for many a day is a labor sermon by the Reverend George L. McNutt, which is as follows:

"The Bible story of the creation of man and the environment of his life work, is as deeply suggestive as it is exquisitely beautiful. Marriage and labor were the two equally sacred institutions with which God dowered man; marriage and labor are the two essential institutions of society to-day—their desecration equally dangerous. Man was made in the image of God, and put in a garden to dress and to keep it. In that labor-tilled garden was the first wedding—the bridegroom a laboring man, the bride a gift of God. There, too,

The worst sting of labor, the one whose poison is most venomous, is the spirit that ignores the manhood of the man behind the machine, forgets that he has a heart that is ever hungry, a spirit that reduces the relations of capital and labor to a mere matter of bargaining for so much muscle plus the human volition necessary to reverse the lever. Capital, it seems, must have cheap child labor. Place now a boy just turning into his teens behind a machine. Let him for twenty years, in an atmosphere of profanity, vulgarity and dissipation, perform just one mechanical process. What have you in the flush of manhood? The ceaseless, meaningless toil, begun in the morning



VIEWS IN CAPITOL GROUNDS, PHOENIX, ARIZONA.
Courtesy of the Santa Fe Route.

was the first altar. To think, to labor, to love, to pray—this was God's idea of a man. The suggestion is only deepened when the "inevitable Christ" comes in the garb of a despised day laborer. The wise and the wealthy scornfully asked, "Is not this the carpenter's son?" There was no curse of labor in the beginning, and labor is not a curse to-day. Call the story of the fall of man what you will—poetry, parable, fiction or fact, this is true: the stings of labor came into man's life-garden from without. The crowning glory of creation is not the shattered image of the Creator, "broken at the wheel of labor." The Man with the Hoe is not "The thing the Lord God made, and gave, to have dominion over land and sea."

of life, has stolen away the heart and brain and left behind the burnt out cinder of a man. Rip Van Winkle's sleep of twenty years is nothing. When he awakes he is the same old Rip. After twenty years doing just one thing under a boss who "hangs his sympathies on the same nail with his coat," you can not awaken the man—can not "re-build in him the music and the dream." It may be that the overloaded, half-fed horse that staggers under the blows of a heartless driver, ought, because it is an animal, to be thankful for the little feed it gets. It may be that man, because he is an animal, ought to be thankful to work at any price, under any surroundings, any length of hours, for the feed he gets, though the life that is

more than bread be a fading memory, and the body that is more than raiment be breaking under the unnatural strain. If I speak with feeling, it is because I have felt myself the poison of the sting.

After leaving the factory, on account of non-payment of wages, I got a job with a wealthy Anderson contractor. He boasted to me of his houses and of his sons away at college. Of my work he swore it was finer than silk. Of the \$15 due me, I have secured \$5.75. To get that much I followed the man sixty-five miles, lost a day, got an order on a grocery where I didn't want to trade, an order on a blacksmith, and finally \$2.50 in money.

Then, as I was busy working for an honest man, my wife took up the burden of collecting, as workmen's wives are often compelled to do. When she presented the bill, the—well, if God made him, let him pass for a man—flew into a rage, threatened to arrest her for trespass, and poured upon her a torrent of Billingsgate and profanity. It was a remarkable exhibition, deserving high rank among the world's best examples of classic cussedness. "I thought," said he, "I was doing the old scrub a charity to give him work at any price." What scrubs these mortals be! Honorable men may become embarrassed and can't pay, but the rich man who won't pay for labor is a fool and a fire-brand. Apropos to the servant girl discussion. I recall one case in Indianapolis, where a girl's wages were held back for a year, until she was too ragged to be seen on the streets. Meanwhile, in that house the daughters were making up their wardrobe for a trip to Europe.

It is a maxim of Drummond that the ascent of man began with the use of tools. The machine of to-day is only a complicated tool. The perfection of machinery makes complete man's mastery of Nature. "Blind Greed" would, if unrestrained, so control the machine as to make complete man's mastery of man. Fortunately the machine has grown so complex and expansive that only a corporation can own it. But a corporation is a creature of society. The moment capital seeks the seal of the State on its corporation, that moment society be-

comes a member of the company, and rightfully refuses to be a silent partner.

Greed is not only blind, but conceited in its blindness. With a pride that goes before destruction, it clasps its purse over the ill-gotten gains of watered stock, adulterated food, or the products of cheap child labor and says: "What are you going to do about it?" Something; something has been done! State and interstate laws may be amended; they will not be revoked.

Social forces, working through legislation, have taken away many of the stings of labor. A church that preaches before the throne and in the cottage, a kingdom where there is neither bond nor free, quickens the social conscience.

The brutal sway of blind greed may be nearer an end than we think, and for reasons we scarce had dreamed. I think I've met the boss who can the most nearly exhaust the resources of vulgar profanity. He is only a fool advertising his folly. His profane "tricks before high heaven may make the angels weep;" they do not make the men work. Blind greed beats down a woman's wage below the line of decent existence—refuses her a chair, and begrudges the moments snatched at noon to eat. Enlightened avarice, if nothing else, provides that same woman with a hot dinner, free, tells her to come an hour later in the morning, gives her a rest-room, and a luxurious bath; and as it counts up the cash at the close of the day, boldly says: "It pays." Like so many of the world's greatest inventions and discoveries, "Any fool ought to have thought of that." A great many fools haven't yet, but they will. The railroads, that have been such sinners against men's manhood, are moving swiftly in the direction of the Gospel of Good Will because it pays.

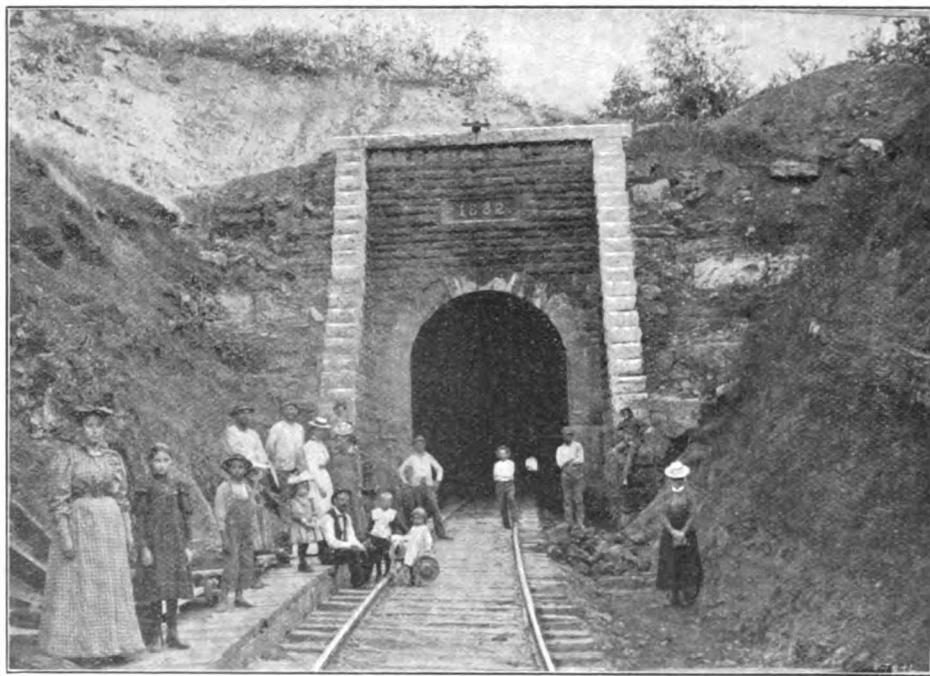
Many factories resemble a penitentiary more than a work shop. But every year sees an increased number of railroad shops and factories surrounded by lawns and flowers. How much it means for a tired mechanic or a soot-begrimed laborer to look out upon a pansy, with its roguish, nodding plume.

In that almost angel face there is reflected the light God has set in every flower

—a home-light to the belated and the lost. It is no senseless fad for a manufacturer in the winter, when the flowers must sleep, to scatter palms among the machinery and men. Labor can be made recreative and remunerative. I have seen it done. Healthful labor is man's birthright, a physical luxury, the play of life's energies, the hygiene of muscle, mind and heart.

The world is beginning to find out that it can not ignore the manhood of the man.

however expensive or automatic, could do that. Cheap labor is the costliest labor. Dividends and wages rise together. It is no rash dream to hope its coming, yet "for a' that and a' that," that blind greed shall be buried midst the rubbish of the past, and enlightened avarice shall proclaim to the world that it has found the philosopher's stone that turns what it touches into gold, and when we read what is thereon written, we shall find the words of the Golden Rule.



TUNNEL ON THE FRISCO R. R., WINSLOW, ARK.

that the determining factor in the battles of business and the fierce struggles of the nations for commerce, is not the marvelous machine, but the more marvelous man behind the machine. Upon that man depends the fortunes of money and the fate of human lives. The brakeman in Northern Indiana, who safeguarded the precious freight of a passenger train, saved the company thousands of dollars, and in so doing lost his limbs by exposure on that bitter winter night, was such a man. No machine.

A Night Sketch.

THE "night owl" of the big stone station had just put some fresh coal into the old cone stove and settled down in a big wicker chair in the office to read the war news, when the waiting-room door was opened by a very cold negro man, dressed in working clothes, and frost on his coat.

"Say, mistah, w'n de nex' twain go fer Pawmer Lake?"

The knight of night and hours answered:
"Eleven o'clock."

"An' is de fare mor'n 50 cen's to Pawmer Lake?"

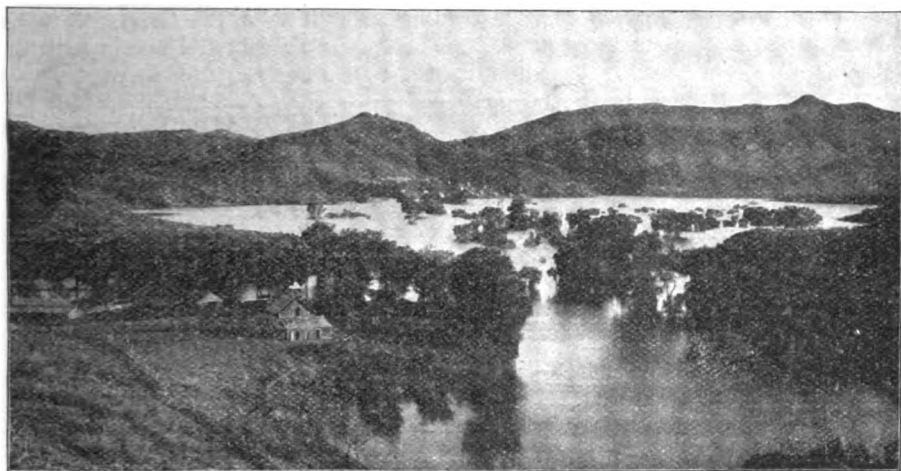
"The fare is 75 cents."

"Je, I'se jus' got 50 cen's. Guess I'll hab to walk. Heah's 10 cen's; will yo' let me git wa'm?"

"Keep your money; you may get warm."

"I'se jus' been up dar on de Colorado Southern drivin' mules, gradin' five weeks, an' they doan' pay their men dar wages, an' I only got a few cen't out of 'em an' couldn't git any mo'. so I jus' tole de boss I'se goin'

"One mornin' when I cums ba'k frum waterin' de mules, de boss ax me if I watered 'em mules, an' I tole him, 'Yes, sah, I watered 'em,' an' he says, 'No, you didn't; go right back wid 'em an' water 'em.' An' when I got 'em six mules back to Shannon I jus' scattered 'em seben durections fur Sunday, an' I went to de station an' w'n de train pulled in I tole de conductah I wanted to git to Denver, an' only had a dollah an' ha'f, an' dat I wanted some ob dat to eat on, so he says, 'Get on,' an' I got on mi'ty quick, too. I spec tr' houn's am a barkin' after me yet. I struk youh road den, an'



WALNUT GROVE LAKE, NEAR PRESCOTT, ARIZ.

Courtesy of the Santa Fe Route.

to quit, an' he says, 'No, you won't, we are short of men now,' an' I says, 'I got sen' some money to my pooh ole mudder in Quipple Quick to lib on;' an' I tole him he couldn't *expec'* man to wuk fer nothin'; wanted somethin' besides boad, an' I says, 'An' another thing you did, you advertised boad in de camp at \$3.50 per week, an' come to fin' out we hab ter pay \$5.00.' Dey use de men wors'n dogs out dar on dat 'struction gang, an' dey hab a guard standin' roun' wid a gun, an' sometimes dey whip bof brak an' white, an' you got jus' keep 'em mules hustlin' all day, an' doan' hardly gib you time to eat yo' dinnah. I'se jus' gone up on 'struction gangs an' camps; no mo' of 'em for me, sah.

walkin' ain' very good fer me, but I'm glad I got dis fah."

"Have you a job in Cripple Creek?"

"Well, sah, I'm well 'quainted in Quipple Quick, an' can get all de wuk I wan' dar."

FARIS MIKE.

"A man must cling to the belief that the incomprehensible is comprehensible, else he would not try to fathom it."—*Goethe*.

"For just experience tells in every soil,
That those that think must govern those
that toil."—*Goldsmith*.

MR. GILHOOLEY MEETS SOME BRAVE MEN.

Mr. Gilhooley filled his pipe, lit it and tilted back his chair. He had been buried in the pages of *THE TELEGRAPHER*, and as he laid it down, he heaved a long-drawn sigh, as if the troubles of the telegraph fraternity were too much for him.

"D'yez know, Finnissey me b'ye," said the sage, "that Oi'm intheristing mesilf in th' troubles iv th' apperaytors. Now here's a pa-aper that excites me greatest admiration. It's not afraid to come out an' print wut it wants to, an' wut it don't want to, ye can r-rate betwane the loines.

"Here's wan man sez—I'm not a mimber iv th' Ordther an' I'm proud av it," he sez, 'but I don't know why,' sez he, 'I'm gittin' noine a wake,' sez he, 'but I ixpict to git more whin I git out iv th' bis'ness,' he sez, 'sure'n I niver was cut out fur this thr-rade innnyway,' sez he, 'a man wid my ability shud be riprিসintin' th' s'thate iv Idaho as Sinatir,' sez he, 'now, if they'd put me in Prisidint iv th' Ordther, or scri-thary an' editor iv th' TILLYGRAFFER, I'd jine it,' sez he, 'they don't know wut thare missin',' sez he, 'thare blind!' sez he.

"Anither wan sez—I hov fure iv th' smartest youngsther in th' s'thate iv South Carrylina, takin' instruction frum me,' sez he, 'in the technical art iv Morse tilly-graffy,' sez he, 'I shall also instruth thim in th' Phill'ps Code,' he sez, 'after I learn it mesilf,' sez he—he sed that to himsilf, Finnissey—'these b'yes,' sez he, 'luk on me as thare binnyfacter an' pay me tin dollars a month,' he sez, 'an' if I jined yure Ordther I'd lose it all, an' also me proud faylin's as Instrueter an' Principal Diricter iv fure irin,' sez he.

"Here's anither man frum th' Collery-ado Suther-rn sez—mark his frantic-sism—I'm in fear iv me life!' sez he, 'if they sane me wid wan iv yure emblims on, or aven hear iv me r-radin' yure litheratchoor, I'd be foired quicker'n ye can say scat,' sez he. 'I'm in constint threpidation that they may hoire a mind-r-rader to tell thim that me thoughts are sometoimes wid ye,' sez he, 'I hov raysolved to go to South Africa an' hillp the Boors lick th' English,' sez he. There's some br-rave min fur ye, Finnissey,

as br-rave a lot av min as iver made thare woives inter th' jam at th' circus an' buy the tickets."

"An' did ye r-rate all that in the pa-aper ye hov?" inquired Mr. Finnissey.

"No, ye gasson! It's betwaine the loines. Finnissey; if that cavity undther yure hat was filled wid common sinse, instid iv sawdust, ye'd know probably more'n Oi do; y'ar-re about as ignorint as th' brither iv th' Sooperintindint iv th' Colorado an' Southern r-railway; he runs the station at Scabbersville an' he sinds his brither—the Scab Boss—a tillygram. I can vouch fur its accuracy as the apperaytor showed it to me himsilf—it r-rid like this. 'A trane came in heer abought fife minits pass ten. I ben holden hur sum time to wate the arrifal of me wife, who is goin' up to town; she will be lait wen it gets thare—yoor brother Bill.' Thim are the min Finnissey, that advertises thare road like this: 'This is the Only Line connectin' New Yor-rk wid Sin Francisco'—'The Only road r-running its own Dining Car'—'The Impire Limitid is the fastest! the best! an' the greatest thrain in the wur-ruld.' They don't stick up three-sheet posters an' say that it's much as innnywan's life is wurth to r-ride on the dirthy road—that they only hov wan brakeman on a freight in fifty cars—that three-quarters iv thare rollin' stock is stolen, an' that th' ingineers an' apperaytors are liable to dhrap dead innny minnit with ixhaustion.

"Be hivins, Finnissey, thare is a consitherable number iv min that shud go to South Africa an' git kilt off by th' Boors—that don't go.

"I met an Organizer raycintly, who tould me about a man he met wid, an' if iver Oi mate wid that man, Oi'll kill him; I will ye know. He sez to th' Organizer, sez he, 'How can I jine your bloomin' Ordther, whin I don't git enough sillary to wear a clane shirt,' he sez, 'affther I pay all me bills—includin' me saloon bill—I hovn't a cint left to pay me laundhry bill; y'see this shirt?' sez he, 'I've bin wearin' it fur fure wakes,' sez he. Finnissey, me b'ye, rispict these gray hairs an' don't let me iver mate that man, fur Oi'll kill him, an' thin giv me-silf up."

MISSUS FINNEGAN.

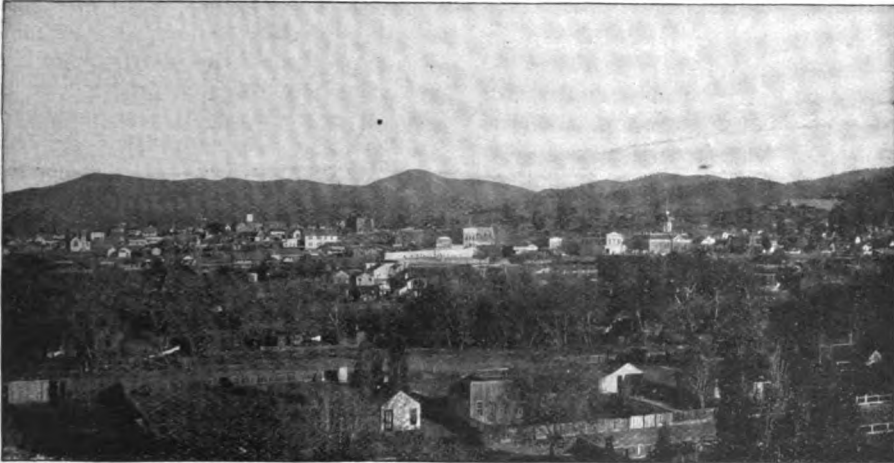
A PHYSICIAN EDITOR ON LABOR ORGANIZATIONS.

IN "Our Monthly Talk" in a recent number of the *Medical World* its able editor, Dr. C. F. Taylor, publishes the platform of several labor organizations by way of illustration to his remarks, and then says, in part:

"The presumably 'educated' professional men, such as doctors, lawyers, preachers, teachers, etc., know very little about the movement going on among the laboring forces for better government. It is my purpose to give information along this line, from time to time, hoping that the so-called 'educated classes' will follow the example of the organized industrial classes and work

of child labor and the moral as well as the physical importance of factory inspection? Why are they willing to neglect such important matters and give their attention to another world that none of us know anything about? We do know that God made this world and put us into it. Then what right have we to neglect the duties and responsibilities of this world? When we reach another world will be the proper time to attend to the duties of such new existence, and we cannot do so before, try however hard we may. Some who think they are very religious consider politics 'worldly' and irreligious. The fact is, that to neglect making this world better is irreligious.

"To neglect present conditions of child labor, to neglect unsanitary and immoral con-



THE CITY OF PRESCOTT, ARIZONA.

Courtesy Santa Fe Route.

for the improvement of social and political conditions.

"Labor organizations take a very active and intelligent interest in public questions that should receive the same earnest and intelligent attention from all classes. But what are the facts? Did you ever hear a question of public policy discussed at a medical convention? It is all right for physicians to discuss scientific topics, but have they no duties as citizens? Should they allow mechanics to be better citizens than they?

"What do clergymen talk about in their meetings? Do they ever discuss the evils

ditions of factory and workshop labor, etc., is decidedly irreligious. The trying and frightful conditions of labor in the past have been greatly mitigated and the hours of labor have been reduced, but the clergymen didn't do it; yet these are 'religious' things that have been accomplished, and there is so much more of similar 'religious' work to do. Why leave it to the labor organizations to work for these things? Are mechanics more 'religious' than clergymen and the members of their churches? This seems to be true if we judge from practical work and accomplished results. The main trouble is, that the hodgepodge of theology is such a bur-


den upon those who consider themselves very 'religious' that real religious duties (the task of making this world a better place to live in) are crowded out. Questions of humanity in this world are religious. Questions pertaining to a future life are theological. We don't know much about such things, nor do we need to know until our duties are there instead of here. 'If we do well here we will do well there,' covers most of the ground, and 'to do well here' in the fullest sense of our duties to each other and to humanity in general, will keep us very busy. Ben Adhem's 'Write me as one who loves his fellowmen' turned out to be the most acceptable, and among 'the names whom love of God had blest,' his name 'led all the rest.'

"How many farmers know how vitally the railroad question touches their interests? Not many, I am sorry to say. Yet their products must be transported to the centers of population, and that process can be so managed as to take practically all the farmer's profit. In fact, it is so managed, but the average farmer is still stupidly ignorant. The freights on farmers' products could be much less if the water (fictitious capitalization) was 'squeezed out' of the capitalization of our railroads. But what do the farmers care? They are paying the interest on the fraudulent capitalization, but they haven't found it out yet, and they wonder why they don't prosper as they should. I will say, however, that the Farmers' Alliance was composed of active and intelligent farmers, alive to the interests of agriculture, and it did much good in the way of awakening farmers to their own interests; but the Alliance has now almost or quite passed out of existence as an active agitative force. Also, the Grange movement has done much good in the same direction, but both these movements have included only a small fraction of our farmers. However, they show what should be done among the farmers, but it can be done only when farmers quit wearing party collars and learn to think; when they quit confining their reading to a partisan press and learn to read books (there are plenty of them and cheap) on the transportation question, the money

question and other branches of practical economics.

"The point that I wish to argue in this 'Talk' is, that the members of our organized labor forces are better citizens than our farmers, doctors, lawyers, preachers, 'business men,' etc. They know more about care for more, and work harder for, movements for the general good than do our professional and wealthy classes. The thoughts of the average business man seldom go further than a customer and a profit; the average doctor's chief interest is a good-paying patient; the average clergyman's greatest interest is a prosperous church or parish, with the accent on the prosperous — wealthy members, without much question as to where the wealth came from. The average object of life of a capitalist is a good investment, without complications as to whether the profit of the investment comes from child-labor, woman labor, excessive hours of labor, unsanitary and debasing conditions of labor, etc. All profits come from labor, yet what has the profit-taker, the interest-taker or the rent-taker done to elevate and ennoble labor? These same profit-mongers are the chief enemies of the labor organizations in their efforts to humanize the conditions of labor."

A WARNING CARRIED FAR.

" HIS invention of wireless telegraphy," said a naval officer, now on the retired list, "is to my mind the beginning of a remarkable series of discoveries, in what has long been considered a puzzling field. I refer to that of so-called spiritualism, thought transference, psychometry and so forth. Now the electrician of a ship can send a message radiating into the air with the aid of electricity that reaches another man's ear thirty miles distant. This is merely the beginning, and, mark my words, the day is coming when a man will be able to call through the air to a friend five hundred miles away, and be heard clearly.

"It has been done," said the officer, bringing his hand down upon his knee emphatically as he noticed a smile of incredulity upon the faces of his listeners.

"Listen and I will give you an instance which is true in every particular, though I do not care to mention the names of the persons concerned; but they are in the navy to-day. We will say that Lieut. Glover was officer of the deck of the ship *Ranconus*. She had been cruising off the coast of South America for several months and on putting into port received orders to sail for a small group of islands, one thousand miles to the west, and rescue some sailors who were reported there. The vessel was nearing the place when the incident occurred.

"As I have said, Mr. Glover was on deck that night. It was blowing pretty fresh and clouding up and he ordered the royals in and then topgallant sails. Even then the ship was heeling over so that it was not comfortable. He was about to call the watch and reef topsails and was standing by the weather rigging looking out over the water, listening to the swash of waves, when he heard a voice, 'Keep to the right; keep further to the right, for God's sake!' It was so distinct and clear that he turned, expecting to see some one; but the man at the wheel was a long distance off. Glover called to him, 'What did you say, Quartermaster?' he asked. 'I didn't speak, sir,' replied the man. 'I thought you did,' Glover rejoined. He walked forward a way and looked out over the water again, when again came the cry, 'Keep to the right; keep to the right.'

"The officer turned quickly, but there was no one near him, and, startled, he turned aft, a strange fear, or something akin to it, taking possession of him. He was in charge of the ship and was responsible for her, but he had no right to change the course without consulting the captain. Then, again, it was nonsense to listen to his imagination, he thought; so he strode forward with an effort to throw the feeling off. But as he grasped the shrouds and looked ahead the voice came again, 'Keep to the right; in God's name, keep to the right!'

"That settled it. Glover sprang forward and shouted, 'Lay aft, watch; 'bout ship.' The men sprang to their stations. 'Ready about, stations for stays!' came the order, followed by the whistle of the boatswain. The ship surged up into the wind, buffeted

the waves for a few moments, then swung away on the other tack.

"As she came on her course Glover made up his mind that he was in for it, as when he explained to the captain that he had put the ship about all on account of a voice he would in all probability be put under arrest or placed on the sick report, as being unfit for duty, while the men would think he had been drinking.

"But his relief in sailing in another direction was so great that he did not seem to mind anything else, and he immediately proceeded to report: 'Captain,' he said, 'I have come to report that I have put the ship about for what you will consider an idiotic reason. Three times I heard a voice by me on deck say, 'Keep more to the right!' and I was so convinced that there was danger ahead that it became a certainty, and I put the ship about, sir.'

"Glover stood and waited for his sentence, as the captain was a noted martinet, and an explosion was fairly sure to come, but to his amazement the captain said, 'You did quite right, Glover; reduce sail and keep her as near the spot where you went about as you can till morning.' Glover went on deck much pleased, and in twenty minutes had the ship lying to on the port tack.

"The wind blew hard during the night, but by morning it had gone down. The captain came on deck early and sent at once for Glover. 'Mr. Glover,' he said, 'I wish you to figure out exactly the leeway and drift during the night, and put the ship on the old course again, and let me know when you estimate that she will reach where you were last night when you put her about.'

"Glover figured awhile, ordered the ship about, and stated that they would reach the spot in two hours. The men soon discovered that something unusual was in the wind, and excitement grew intense when the officer of the deck ordered an extra lookout in the top and told all hands to keep an eye out for danger ahead. Glover himself went forward and every top had one or two men.

"The ship was forging ahead at great speed, and at four bells Glover informed the captain that as near as he could judge they were on the exact spot. 'Keep a weather

eye out, lads,' said the captain, 'and the man who sees anything ahead gets extra grog.'

"For twenty minutes the ship plunged on. Then a man in the foretops waved his arm shouting, 'Luff! luff! rocks ahead!' Up went the helm, and the big ship surged around into the wind, while the sailor pointed to the starboard, where the sea was eddying, boiling and foaming over a long sunken ledge just at or below the surface; so low, indeed, that it could not have been seen until the ship was nearly on it.

"Glover's face was as white as a sheet as the captain walked up to him and said, 'Say nothing of this, my boy; but you have saved us from a horrible death.' 'Not I, sir,' replied Glover, looking so demoralized that the captain sent him below while he ordered the ship to be laid to. In a few minutes a boat was lowered, and the crew with leads and appliances for making soundings and mapping the reef rowed to it.

"The wind was dying rapidly, and in a short while the boat ran within a few feet of the spot and found a ledge about a foot below the surface, a ledge of jagged, tooth-like rocks extending along for a mile, and very narrow, a ledge never known before. Whether it was a new upheaval could not be judged; in any event it was a most dangerous place, and in ten minutes, probably, the ship would have crashed into it on the previous night, and not a man would have been left to tell the story. Now that ledge is marked on the charts. The strangest part of the whole affair now comes in.

"Glover never mentioned the circumstances to any one, but when they reached port again some months later he found a letter from his wife, a portion of which he showed to the captain. I can not give it verbatim," said the story teller, "but I have seen the letter which ended with the hope that her husband would not think her foolish, but she had a fearful dream. She saw the ship rushing along with him on deck, and there seemed to be a horrible abyss right before it. There was still time to save him and she screamed, 'Keep more to the right! keep to the right!' so loudly that it awoke her. She hoped it was not a presentiment of evil.

"That's all," said the retired officer, "and it is almost exactly true as, or as true as I can give it without naming the date, the officer, the ship and her cruising ground. The fact remains, that this wife in a dream saw her husband rushing to disaster and by some stupendous mental effort communicated a warning to him several thousand miles away, her very words being repeated, so that his ship was saved. The moment I saw this machine of Marconi's and realized that he was talking through space without the aid of wires, it struck me that the incident of mystery could be explained the same way. Of course, it may have been a coincidence, one which might happen once in ten thousand years; but I believe that this woman had a premonition of disaster and communicated it to her husband, and, moreover, I believe that it will not be long before, by means of electricity, or some means of sense that we do not fully appreciate to-day, such things will be thoroughly understood." — *Pasadena, Cal., Correspondent Washington News Letter.*

HOW THE CLOCK IS SET.



NE of the duties of astronomers is to give us the correct time. Every day at noon an electric signal is flashed from the national observatory at Washington, or from some other observatory to which this "time service" has been assigned, to all the business centers of the country, and all clocks and watches are set directly or indirectly by this signal. This is a matter of common knowledge, but the way in which the astronomer sets his own clock is not known so generally.

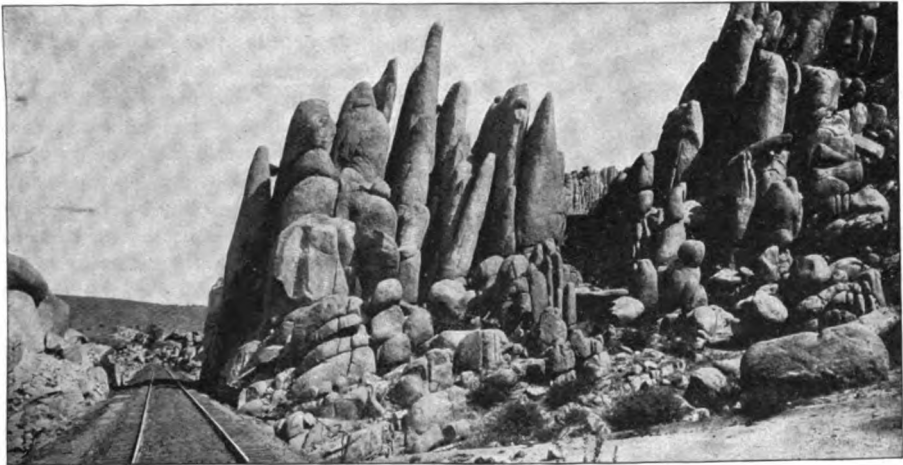
Most persons have a vague notion that our standard time is obtained from observation of the sun. They have in mind the old sun dial, which indicated the hour at noon by a mark that showed when the sun was on the meridian, or, in other words, was exactly south, and their idea is that the astronomer can fix the hour of noon with greater precision because he has the means of determining with greater exactness the instant at which the sun's meridian passage takes place.

The truth is the sun has nothing whatever to do or to say in this matter of set-

ting the clock. The sun is itself one of the poorest of timekeepers. It is almost always either fast or slow, sometimes to the extent of a full quarter of an hour, and is "right" on only four days in the year. It is from the stars, not from the sun, that the astronomer gets the time.

The stars perform their nightly march through the heavens, from east to west, with a perfectly regular movement, never hastening and never slackening their pace, which is only another way of saying that the earth turns on its axis at an unvarying rate of speed. A star crosses the meridian, and in twenty-three hours and fifty-six minutes, about, it will again cross the

stars in order to obtain the exact time. The observation is made by means of what is called a meridian circle, a small telescope so mounted on a horizontal axis that it can only point to the meridian. The observer looking through this instrument can tell the time at which the star crosses that line to within less than one second. He uses the observation for correcting the observatory clock, or rather for determining how much it is in error. For example, to-night the astronomer in Washington will observe a certain star cross the meridian at 10 hours 27 minutes 42.5 seconds, we will say, according to his clock. From his catalogue he will learn that the true time of the star's



POINT OF ROCKS, ON LINE OF S. F. & P.

Courtesy Santa Fe Route.

meridian, and it will cross this imaginary line in the heavens again and again, day after day, year in and year out, with always the same interval between two successive passages. The times at which all of the brighter stars cross the meridian have been ascertained from long and careful observation to within a small fraction of a second, and catalogues have been prepared in which these times of meridian passage or "transit" are given.

The astronomer charged with the duty of setting our clocks has only to observe the meridian passage of one or more of these

transit is 10 hours 26 minutes 54.37 seconds. The observatory clock will thus be found to be 48.13 seconds fast. He will make a note of the fact, which will enable him tomorrow at noon to set by telegraphic signal all the clocks within his range of service.

As to the observatory clock, it will not be disturbed. It may be gaining slowly, for no clock yet made is absolutely faultless, but it will be permitted to run on. It serves its purpose so it is not too far out of the way, and its error is checked regularly by the stars.—*Philadelphia Record*.

WHAT SCIENCE IS DOING FOR LABOR.

IT certainly seems at first sight to be an economic danger, this educating of the laboring man and woman to be far too good for laborer's work, says a writer in *Nineteenth Century*. Let us cast our thoughts, however, over a wider horizon and see how the decades that bring the peril are also bringing the remedy. Science is steadily sweeping away all those humble classes of employment. Hardly any man has now to toil up ladders with the hod of bricks upon his shoulder. The donkey engine does the purely animal part of the work. The reaper is replaced by the machine and the ploughman is fast receding as the steam plow makes its appearance. We rarely see long lines of men laden with coal bags running up planks as in the olden days. The need of men to do the work of horses is steadily diminishing. It is true that science has by no means conquered the whole domain. There is still much scrubbing of floors to be done by men and women on bended knees, and coal is still hewn out with pick and axe and the use of muscle, with but little use of brain. And yet, even in our fertile century, science never works by revolution, but only by progress. One domain after another has gone. Where are now the armies of water carriers and chair porters and night men and sawyers whom our grandfathers used to require? Imagine, if ships had still to be moved by galley-rowers, what millions would be doomed to a beastlike toil. Some parts of the big domain of unreflective labor will long be left untouched, but the process is going forward, and it is clear that while education is rendering the lower classes unfit for the humblest sorts of occupations, science is steadily sweeping away these occupations. It would be too much to hope that these processes should be at all times strictly proportioned to one another. But in the general drift of things they are compensatory, and if we only give to science a reasonable time it will leave us none of that labor to be done which requires an uneducated laborer.

Then comes the uneasy question as to what is to become of the classes thus de-

prived of occupation. The working classes themselves often curse the progress of invention and are tempted to look upon it as no friend to their welfare. There are now, it is true, no longer any machine-breaking frenzies, but the difficulty often arises in an acute, though silent, suffering. Unfortunately, society has always to travel to permanent good through transitory ills. When an army of compositors is dismissed because some one has invented a linotype machine there is excuse for some bitterness of feeling. And yet there was a time when a whole army of manuscript book copiers had to give way before the advent of the compositor.

But the difficulty is always evanescent, for here, too, there are compensating influences at work. For if science is abolishing occupations at the lower end of the scale she is creating new ones at the top. Think of the hundreds of thousands of men who in England are now employed in callings that had no existence sixty years ago; the telegraphers and photographers and mechanics of a hundred kinds. In the last decade or two what an army of skilled men has been demanded by the invention of the bicycle, the telephone and the electric light. As compared with the beginning of the century, think of the long array of marine and locomotive engineers, the chemists, the journalists, the draughtsmen, the teachers, the postmen, railway porters and tram conductors. What a multitude of callings are there which are either new or else newly stocked, so that while the population has quadrupled their ranks have been multiplied a hundredfold. But it is the entirely new employments that strike the mind most forcibly, and any one who runs his eye down a census of the occupations of the people will satisfy himself that in England of the present day one-fifth part of the adult male population find their livelihood in callings that had no existence when the century began.

Thus while science takes away with one hand it liberally bestows with the other, but what it takes away are the low-class occupations and what it gives are the high-class ones, demanding intelligence and cultivating it. The general tendency is, therefore, humanizing.

But, of course, it never happens that the coal heaver, when thrown out of work by the introduction of a steam crane, can go away and get a place in one of the newly-created superior callings. He is not such a fool as to waste his time in applying for an opening as an electrical engineer. But there is a gradual creeping up that is always taking place. And yet the transfer is much less affected by the promotion of individuals than by promotion of generations. No doubt it sometimes happens that the intelligent plumber steps into the new opening for an electrical engineer and leaves a gap which some one of an inferior calling steps into; the gaps being filled in succession until perhaps the riveter, thrown out of work by the introduction of hydraulic machinery, finds a vacancy at last and steps into it. But it more frequently happens that the plumber educates his son to be an electrical engineer and the carter apprentices his boy to the plumber and the dock laborer sees his young folk aspiring to be carters.

Thus the general drift of the whole social scale is steadily upward in proportion as science provides intelligent occupations at the upper end and abolishes those that are more or less brutelike at the lower, and so humanity as a whole is the gainer. There is, therefore, no reason to feel uneasy at a prospect of overeducation.

WHEN DOES THE NEW CENTURY BEGIN?

THIS has been a moot question for some time with people who have little else to do than to raise issues and work puzzles. To the matter-of-fact person the end of the first century was the last day of the last year of the first hundred, and the end of the nineteenth century will be the last day of the last year of the nineteenth hundred, viz.: December 31, 1900. After that question being definitely settled the puzzle workers reach for another one, and spring the question as to where the new century will begin, and Camille Flammarion, the famous French astronomer and author, answers them as follows:

"We know now when, but do we know where. the new century will begin?" he

asks. "Will it begin exactly at midnight in Paris, London, New York or Jerusalem? Exactly at midnight in every country is the answer. Yes, but when it is midnight in Paris it is 1 a. m. in Vienna. Will the Austrians then begin the century before the French? Certainly they will. And this brings up the timely question, 'What country will be the first to greet the new century?'"

"When the clocks in New York indicate that it is midnight of December 31, 1900, it is already 5 o'clock in the morning of January 1, 1901, in Paris; 7 o'clock at the Suez Canal, 8 o'clock in Tananarivo, and 12 o'clock (noon) of January 1, 1901, on the Island of St. Paul, in the Indian Ocean.

"If, instead of going east, we go with lightning speed westward from New York, we shall find it 11 o'clock in the evening in Chicago, 9 o'clock in San Francisco, 6 o'clock in Honolulu, 3:30 o'clock in the Philippines, and noon of December 31, 1900, on the Island of St. Paul. This island, as any one can see by looking at a map, is exactly opposite New York, or, in other words, its distance from the south pole is precisely the same as that of New York from the north pole.

"When it is midnight with us it is noon there, but the question is, is this the noon of the next day or of the preceding one? To sailors this is a matter of some importance, as their captains have to decide whether they gain or lose a day's wages when they arrive at this point.

"Those who will have the honor of according the first greeting to the new century for the reason that it will actually begin there before it begins elsewhere are the Russians in Kamchatka, the Japanese in Tokyo and on the Island of Yeso, the inhabitants of the Philippines, of New Guinea Islands, of the Solomon Islands and of the New Hebrides, the French in New Caledonia and the inhabitants of New Zealand and of the little Island of Chatham, in the Pacific Ocean.

"Let every one, however, remember distinctly that the twentieth century will begin

in every country at midnight of December 31, 1900. The Asiatics will begin to enjoy it before Europeans, and Europeans before Americans. No one, not even the richest man in New York, can obtain the privilege of being the very first to greet it—that is, unless he is willing to travel to the distant Islands of Chatham and join the handful of inhabitants in singing a pean of welcome to the new cycle."

SCUDS AS TELEGRAPH STUDENT.

PEOPLE have been asking me why I did not finish learning telegraphy and the railroad business. I have concluded to tell the reason why. You see it was this way: The railroad agent at the depot said if he could get a fellow who would help around the depot he would learn him to be a telegraph operator and railroad agent.

So Pap says: "Gee whiz, Sam, why don't you see the fellow and get the job?" So I "geewhizzed," and, sure enough, I got the place.

The first day I went to work we had to move out of the depot and put on the platform, for what the agent called the local freight, about thirty-seven bags of fertilizer, seventeen bags of wheat, a box of shoats and a bull calf. About six or eight sacks of the fertilizer bursted and such a time we had stuffing paper and corn cobs in the holes. The bags of wheat had to come untied, too. It looked like we were farming on the platform.

But the way that calf cut up was a caution. It took me and the agent both to hold him by the rope and it was a regular shag-nasty bull calf, too. We got our legs tangled up in the rope and such twisting and tumbling you never did see. Somehow or other the agent fell into the pile of fertilizer head foremost, and when he got up his face was a sight. He was also hot under the collar. I got my seersucker coat bursted up the back, my Kentucky jeans pants torn up the leg and the nail of my big toe bursted and some skin off my face and hands. We had to move all this stuff and wrestle with the bull calf, inside of fifteen or twenty minutes.

Well, the freight came and it brought a wholesale store with it—soap, sugar, coal oil, tar rope and a lot of other stuff, including a lot of this jaggery wire the farmers use for fences.

We loaded our stuff and the bull calf, too. You ought to have heard the calf bellow when they put him in the box, or house with wheels under it. I forgot to say the train hands did some sure enough cussing when they tackled the calf.

We got our freight into the depot all right, except some of the soap had to come out of the boxes, and a bag of coffee got a hole torn in it and lost about two or three pounds. I asked the agent if he had a pair of cast-iron gloves to handle the jaggery wire with. He said, with a sickly grin: "Naw." Well, we got the wire in and I lost some more hide and jeans pants.

I told him if I had to go through this kind of doings every day I believed I would quit and go home. He said this would not happen every day, especially we would not have bull calves every day. So I said I would stay a while longer.

So in a few days the agent started me in learning the telegraph business. First he gave me the alphabet. It looked like a piece of paper with fly specks on it, but some specks was longer than the others. He said they were dots and dashes. I thought I could remember them, as my sister's name is Dot and mother uses dashes in churning.

I had to catch hold of a little gutta percha button fastened to a piece of steel and you caught hold of it just like you was picking blackberries, and gave your wrist a shake like a fellow had the chills an' fever. Then the machine started out with a noise like dropping beans on a tin pan upside down. After a few days worrying with that little black button I believe I could beat the best nigger minstrel in the world snapping bones. While I was catching onto the bean rattler the agent started me in reading up on the agency business.

He told me there was about 8,367 rates and 800 or 900 circulars for me to read up on. I thought to myself that a fellow would have to have a head as large as a cider barrel to hold brains enough to re-

member all the stuff the papers told him about.

Well, after a while I got so I could catch a few words. The bean rattlers said so one day when the agent was out. The machine rattled for the office and I dropped a few beans into the other fellow's pan to find out what he wanted. Well, he caught the beans and the blamed fool let loose about two bushels at once. I told him to drop them slow, but it was no use. The machine just raised clear up, it seems, from the table. I caught one word and that was "Ham." I knew he wanted to buy some hams then, so I told him "dad" had some fine smokehouse hams I could get him for eleven cents a pound, and how many did he want. He never said how many, and, blame his skin, he never will get them, either, at twenty-five cents a pound. The way he made the machine do, after I told him that, I made sure something was broke about the machine the way it carried on after that.

The agent came in just then and said I must not "monkey" with the machine. I told him I was not making monkeys on the machine, but was trying to sell some hams for "dad." He had another sickly smile on his face again, but the fool at the other end was tongue-tied and I could not get what he said.

Another time a fellow called the office when the agent was out, and I answered, and he said "CY 31-5." I thought he was trying to see if I could make the same thing, so I fired back "CY 31-5," and that fellow had a fit just like the other galoot had, only twenty times worse.

So two or three days after that the agent said he had orders to do away with help, and was sorry, too, but I have an idea the fellow was lying, as I passed by the depot the other day, and I saw a nigger helping the agent. I would like to see the bean holder give the nigger the "chills." I expect the agent was afraid I would take his job and that's the reason he got the nigger.

Say, Bill, there's the dinner horn. Come and have some grub. I want to see if I can't get a job running on the cars, and want to tell you about it.

SAM SCUDS.

LABOR LEGISLATION.

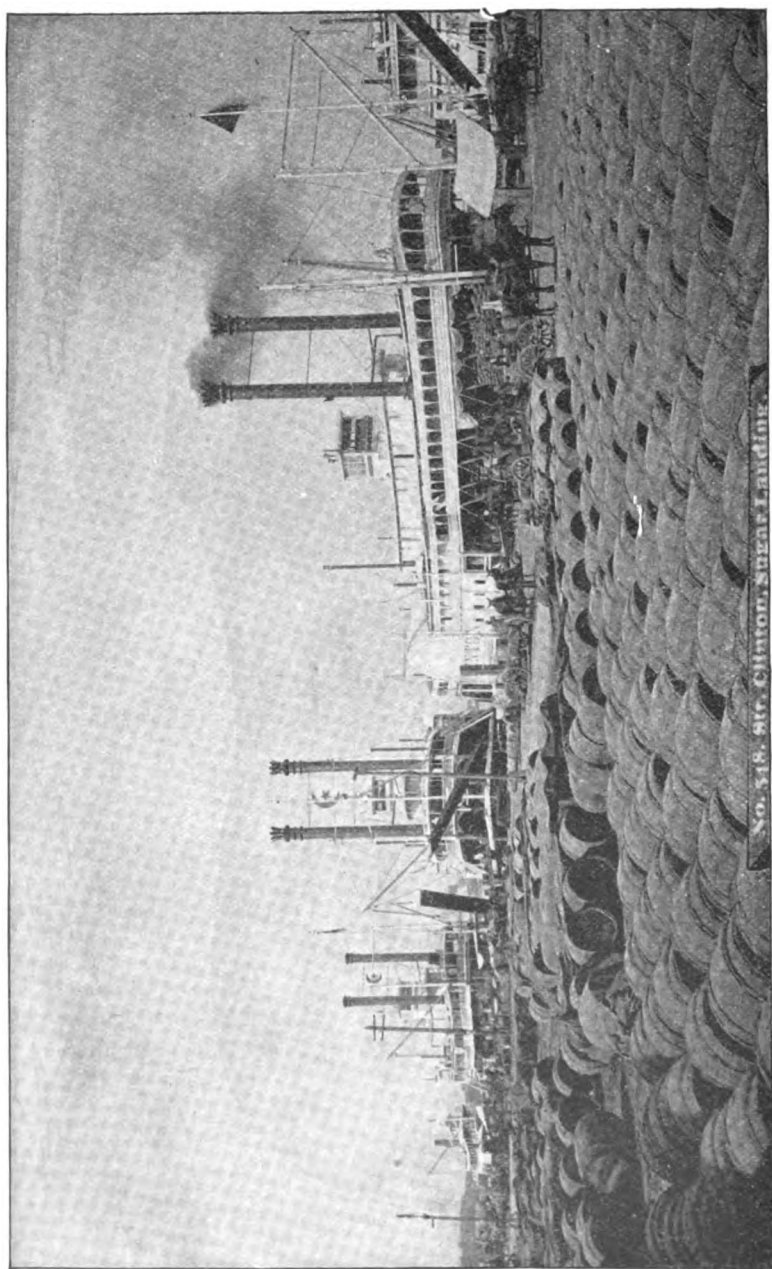
A BULLETIN just issued by Horace G. Wadlin, chief of the Massachusetts Bureau of Labor Statistics, presents a number of matters of interest to members of grades unions. The first subject treated is labor legislation of 1898. The report states that during the year practically nothing was added to the statute books in any State relative to the hours of labor or to the employment of women and children.

In Ohio, California, New Jersey, Louisiana, Massachusetts, New York, New Hampshire and Wisconsin the new laws prohibit the employment of women and minors under 18 for more than sixty hours a week in factories and workshops. In Vermont a Labor day was established as a legal holiday. In New York the law relative to the employment of convicts was so changed as to provide that no printing could be done by convicts except such as might be required by the State penal and charitable institutions.

The new constitution of Louisiana provides that, after the expiration of the present leases, convict labor shall be no longer leased, but may, by authority of the legislature, be employed on public works, convict farms or in manufacturing under control of the State. In Louisiana and Virginia a law was enacted enabling labor organizations to register their labels or trademarks. A bureau of labor and industrial statistics was established in Virginia.

Legislation in Massachusetts provides for a textile school in New Bedford, amends the law relating to the manufacture of clothing in tenements and dwelling houses, amends the act relative to the inspection of steam boilers, provides for the employment of prisoners, as far as possible, upon articles and materials to be used in the public institutions of the commonwealth, and covers a large variety of other subjects attesting the influence that trades unions have acquired in that State.

The average man is better at confessing the mistakes of other people than he is at acknowledging his own.



SUGAR ON THE LEVEE, NEW ORLEANS.

Courtesy Illinois Central Railroad.

Woman's World

FROM WEST VIRGINIA.

JUST five months ago, dear brothers and sisters, I wrote to you and under very different circumstances.

Then it was summer—all roses and green leaves and sunshine. Then my home was in a dear little town in "Old Virginia," and I was surrounded by congenial friends. But now the lowering skies and bare branches of December remind me that summer is past and all the flowers are dead.

Now, alas! I am forced to pitch my tent, among the fastnesses of the Allegheny Mountains, in West Virginia. The mountains loom and tower above me on every side. It seems as if I have reached the wilderness of wildernesses and the "abomination of desolation." When I look above I see only a narrow strip of sky; and when I look below, nothing but brushes and stones and the murky waters of Tug River greet my sight. And even the water of this river seems gloomy to me. It does not ripple and splash and sparkle, but it is dark and secret, and silent and uncanny. It seems to me that here "the night has no morning," and the rosy light of dawn and the radiant hues of sunset are but beautiful memories, for I never see them now. If it were not for the passenger trains and the ponderous freight trains of the N. and W. that thunder through here and awake the echoes, the solitude and silence would be beyond endurance, but there is a consolation in knowing that I am near the "iron horse," and that he can bear me out of these gloomy shades and into the sunlight again. There is another consolation, and a big one—the O. R. T. has a schedule over here. When I begin to count them I find that I have a lot of blessings, even if the mountains are high

and gloomy. And, by the by, this Christmas time is an appropriate one in which to sum up our blessings and benefits. And I am sure most of the operators will not count the O. R. T. among the least of their blessings.

Hurrah for the O. R. T.! Methinks I hear the tread of the numberless feet of its army as it advances from sea to sea, and I catch a gleam of its banner as it floats aloft. Long may it wave! A happy Christmas and a prosperous New Year to you all.

VAUGHAN.

FROM COLORADO.

The following verses, entitled "Ode to the Mountains," were written by the 15-year-old daughter of Bro. S. L. Breckenridge, who is located at Crookton, Colo., a little hamlet on the Denver & Rio Grande Railway:

O, ye snow-capped peaks,
How grand ye are!
Call ye to mortals small,
Come higher?
High above the clouds ye stand,
High above the ocean strand;
High above my native land.
Dost bid me come?

O, ye Rocky Mountains grand!
Dost bid me come?
Dost call me higher, higher,
To my home?
What know the wisest sages here below,
Beside what ye have seen and know?
O, in the Book of Life, can it be so?
Shall I go higher?

Are ye the fortress of the gods,
That ye should frown
Upon the wicked here below,
Ye rocks so brown?
No fortress are ye for our Lord;
But in your bosom treasure vast ye hoard,
That is for none beyond—the flaring sword
Shall strike us down.

—Nora Breckenridge.

FROM CALIFORNIA.

THE December TELEGRAPHER reached me last night. I have been reading some of the many good things it contains. Tell me—could there be any doubt about it?—that we have the best magazine published?

It is a pleasure to the artistic sense to look upon its pages—so neat, so clean, tasteful and satisfactory—and a joy to the mind to delve, one after another, into its logical and well-written editorials and contributions. And, oh! but the funny things that they say and do and write about upon that Canadian Pacific! How I enjoy their cheery “non-sense,” their little joshes and their “pomes.” They seem to say:

“We are all brothers in the Northland,
We have faltered, worked, and working,
won;

A little laughter mingled with our toiling,
Helps us to arise and journey on.”

Our isolation, our suspicions of each other, our unfriendliness, is one of the greatest weights that keeps us down. These conditions they seem to have overcome, up amidst the white snows and the blue glaciers. I hope it is so, if it is not, and I extend my hand to you—sisters and brothers, fellow-workers—all from a green, broad valley of California, this merry Christmas day!

We are working smoothly under our new schedule, born September 1, 1899. While a few are not entirely satisfied, because they did not get “the whole road, and all the rolling stock,” am glad to say that contentment is the prevailing note; and having planted our O. R. T. sapling, we are satisfied to give it care and watch it grow.

“They do say, as how” Bro. Geo. Estes is to be our “head gardener” to foster and protect this precious tree, and we feel jubilant that it will be so, as he will see that our tree is straight, as well as mighty, in its due time. Am so afraid this “orchard” talk will give me quite away, because my neighbors all know I’ve been putting out an orange orchard, and they’ll suspect it’s me right away. I wouldn’t have them know, for the world, that it’s “MX,” ’cause they might laugh at me for writing to the TELE-

GRAPHER—and of all things, an operator hates to be laughed at. Derision, scorn, sarcasm, unfriendly criticism—he takes them all as a matter of course—a perquisite of the job—but to pour out the sweet thoughts of his soul, and then be merrily laughed at, Never!

While we are “remembering” the Colorado Southern with the “cut direct”—“Don’t know ’em from a crow”—let us keep a warm spot in our hearts for those who are our friend. The general officers of the S. P. have shown us consideration and fair treatment. While some of the petty officers are a little sore, as is the way with some in those departments everywhere, let us remember that they “have troubles of their own,” are required to keep expenses as low as possible, etc.

A neat way for Eastern and Southern members to show their appreciation will be to influence a nice fat car or two westward over the “Sunset Route.”

Another thought, and I will close. I wish some brother would ascertain what line of goods the Kilbourne-Jacobs Manufacturing Co., of Columbus, Ohio, are turning out. I think every telegrapher who reads of the action taken by Colonel Kilbourne will say, “Here is a MAN.” Let us help our friends. I, for one, should be glad to assist in furthering the business interests of one who takes the manly stand Colonel Kilbourne did towards his dividend-producers, and sets forth to the honor-honoring world his opinion of one who offered to sell a report of the secret sessions of the American Federation of Labor. Read the article in December TELEGRAPHER, and someone suggest how we can show solid appreciation and good will.

“The toad beneath the harrow knows
Exactly where each tooth-point goes;
The butterfly upon the road
Preaches contentment to that toad.”

Evidently Colonel Kilbourne understands what it means to be a “harrowed” toad.

Hoping that I have not “harrowed” your feelings, and that you will let me come sometime again.

Sincerely yours,

CALEFA.

FACE-TIOUS

A La Dewey.

Boss—See here, young man, if you don't stop smoking those cigarettes around here, I shall discharge you at once!

Office Boy—You may fire when ready, sir!—*Life*.

The War in Africa.

Newspaper Man—"I should like to telegraph home that the commanding general is an idiot!"

Censor—"I regret to inform you that we can not permit the transmission of military secrets."

No Use For Barbers.

Customer (in barber's shop)—So you haven't heard Von Thumper, the world-famous pianist?

Barber—Now. Dose bianists neffer batronize me, an' zo I neffer batronize dem.—*N. Y. Weekly*.

The Vital Point.

Jaggles—What do you think of this discussion as to doctors intentionally killing off incurable patients?

Waggles—I don't think it is nearly so important as their unintentionally killing off curable ones.

A Typical Plute.

An ex-judge is cashier of a certain bank. One day recently he refused to cash a check offered by a stranger.

"The check is all right," he said, "but the evidence you offer in identifying yourself as the person to whose order it is drawn is scarcely sufficient."

"I've known you to hang a man on less evidence, judge," was the stranger's response.

"Quite likely," replied the ex-judge; "but when it comes to letting go of cold cash, we have to be careful."—*Argonaut*.

Her Horrible Suspicion.

Mrs. Younghusband—"It's awful to think of that poor tramp being picked up dead on Christmas day."

Younghusband—"I can just imagine how you feel, my dear, but perhaps he wasn't the one you gave that mince pie to."—*Judge*.

A Friendly Suggestion.

Wife—"Do you think Tommy disturbs our neighbor with his drum?"

Husband—"I'm afraid so; the man next door made him a present of a nice new knife to-day, and suggested that Tommy should cut open the drum and spend 'the money that is inside.'"—*Tit-Bits*.

He Didn't Feel Gay.

A Kansas boy, writing from the firing line, says: "The captain came around and said: 'Now, boys, show your mettle and don't get rattled.' I didn't get rattled, but I felt my hair pulling upward mighty hard. When the artillery opened up I can't tell you how I felt, but it wasn't very gay."

Grammar on the Limited.

"What was the next station?"

"You mean what is the next station."

"No. What was is, isn't it?"

"That doesn't make any difference. Is is was, but was is not necessarily is."

"Look here; what was, is, and what is, is. Is was is or is is was."

"Nonsense. Was may be is, but is is not was. Is was was, but if was was is, then is isn't is or was wasn't was. If was is, was is was, isn't it? But if is is was, then—"

"Listen. Is is, was was, and is was and was is; therefore is was is and was is was, and if was was is, is is is, and was was was and is is was."

"Shut up, will you! I've gone by my station already."—*Life*.

Kept Her Word.

"What are you going to do with that silver-mounted revolver of mine?" asked the languid husband.

"I am going to use it to drive the wolf from the door!" replied the energetic wife.

Whereupon she took it to the nearest pawnshop and got two dollars on it.—*Chicago Tribune.*

Tactful

A little tact sometimes saves a great deal of pain, and every man whose duty it is to select or dismiss employes will find its use as essential to his own comfort as to that of the men with whom he deals. The *New York Sun* tells the story of a case which called for extraordinary tact and received it.

The conductor was trying the voice of a young woman who wished to secure a place in an opera troupe. The manager was standing by. The candidate was frail and timid. She finished her song with an air of distress.

"How is it?" asked the manager unceremoniously.

The conductor caught the pleading eyes of the girl. But he had his duty to perform. He struck three notes on the piano and left the rest to the manager.

The three notes were B A D.

The Reward of Labor.

"Bill, have you cut the firewood?"

"Yes, sir."

"An' fed the mules?"

"Yes, sir."

"An' milked the cows?"

"All milked, sir."

"An' ground the corn?"

"Jest through, sir."

"An' banked the taters?"

"Last one, sir."

"Well, you're a good 'un. Now, call the dogs an' you kin go an' tree a 'possum fer yer supper!"—*Atlanta Constitution.*

"To Shoot Him On Judgment Day."

"In the Southern Illinois town where my father lives," related a Chicago man the other day, "there used to be a Selectman named Watkins, who had held office so

long and reached so advanced an age that jokes about 'few die and none resign,' etc., were constantly applied to him. Another Selectman by the name of Lindsey, who was something of a wit, was very sick and not expected to live, and while he was in this state Watkins fell ill of pneumonia, from which disease he subsequently died. A friend calling on Lindsey told him of Watkins' sickness and that his death was momentarily expected. A twinkle crept into Lindsey's eye as he whispered to his friend: 'No; Watkins won't die this time. He'll never die. They'll have to shoot him on judgment day.'"

A Slight Misunderstanding.

The shades of night were falling fast and Jenny Trueheart sat in her sumptuous parlor impatiently awaiting the hour to arrive. Of course, as it was Wednesday night, and therefore George's night, there was only one hour to arrive.

Soon the door bell rang, the weary waiting was over and George was ushered into the parlor. All was joy serene until George chanced to remark:

"I heard of an article in a paper that I knew would interest you, so I purchased a *Sun*—"

"What!" she exclaimed, starting to her feet.

"I said I heard of an article I thought would interest you, so I bought a *Sun*—"

"You dare to repeat it? You dare to, when you know my father and brother are members of Big Six?"

"But, Jenny, listen to me," he pleaded, "I was only going to say I purchased a *Sun*—"

"Oh! this is too much," she fiercely interrupted. "You viper! Go, and never let me see your hateful face again."

"But, Jenny," he said desperately, "you must listen to me. I wanted you to see this article, and," he fairly shouted, as he saw her make a motion to interrupt him, "I purchased a *Sunday Tribune* to show it to you."

"Oh, George, forgive me!" and she threw herself on his breast, while he, with his disengaged hand, wiped the perspiration from his brow, and joy reigned supreme once more.—*Eclipse.*

Poetical

The Average Man.

His face had the grimness of granite;
It was bleached and bronzed by the sun,
Like the coat on his poor narrow shoulders,
And his hands showed the work he had done.
His dim eyes were weary and patient,
And he smiled through his pallor and tan—
A wistful, sad smile, as if saying,
I'm only an average man.

I can't be a hero or poet,
Nor a dictator wearing a crown.
I'm only the hard-working servant
Of those set above me. I'm down.
And it's no use complaining—
I'll get along the best way I can,
And one of these days'll come morning
And rest for the average man.

He wages all battles and wins them,
He builds all turrets that tower
Over walls of the city to tell
Of the rulers and priests of the hour.
Without him the general is helpless,
The earth but a place and a plan;
He moves all and clothes all and feeds all,
This sad-smiling average man.

Then I lifted my hand in a promise,
With teeth set close, and my breath
Held hard in my throat, and I uttered
A vow that shall outlive death.
I swear that the builder no longer
To me shall be less than the plan;
Henceforward be guerdon and glory
And hope for the average man.
—Hamlin Garland in *Outlook*.

Prayer of the Boers.

God of the helpless! Lo, we seek
At Thy dread throne a just redress;
Lord, succor us, for we are weak,
And strong the foemen who oppress.

In Afric wilds our fathers sought
The freedom that their sons enjoy;
In tropic jungles slowly wrought
The homes the tyrant would destroy.

For, since his longing, lustful eyes
Have caught the glitter of our soil,
His mission is to civilize,
And, civilizing, to despoil.

Lord, when our helpless cities burn,
Our rivers red with carnage run;
Let not the mocking heart discern
Thy hand behind the heavier gun!

Heed not, O Lord, the promise glib,
The blunt petition of the strong;
O thou who smote Sennacherib,
Be potent still to smite the wrong.

Behold, their far-famed navies come
Near and more near with every breeze,
Lord, suffer not our martyrdom,
The ships are theirs—But Thine the seas.

Hear us, and as in the days of old,
Lord, smite the worshippers of gold.
—Nisola Greeley-Smith.

Dirge for a Soldier.

(By PAUL LAURENCE DUNBAR.)
In the East the morning comes.
Hear the rolling of the drums
On the hill.
But the heart that beat as they beat
In the battle's raging day heat
Lieth still.
Unto him the night has come,
Though they roll the morning drum.

What is in the bugle's blast?
It is: "Victory at last!
Now for rest."
But, my comrades, come behold him
Where our colors now enfold him,
And his breast
Bares no more to meet the blade,
But lies covered in the shade.

What stir there is to-day!
They are laying him away
Where he fell.
There the flag goes draped before him;
Now they pile the grave sod o'er him
With a knell.
And he answers to his name
In the higher ranks of fame.

There's a woman left to mourn
 For the child that she has borne
 In travail.
 But her heart beats high and higher,
 With a patriot mother's fire,
 At the tale—
 She has borne and lost a son,
 But her work and his are done.

Fling the flag out, let it wave;
 They're returning from the grave—
 "Double quick!"
 And the cymbals now are crashing,
 Bright his comrades' eyes are flashing
 From the thick
 Battle-ranks which knew him brave—
 No tears for a hero's grave.

In the East the morning comes,
 Hear the rattle of the drums
 Far away.
 Now no time for grief's pursuing,
 Other work is for the doing,
 Here to-day.
 He is sleeping—let him rest
 With the flag across his breast.
 —*Youth's Companion.*

On the Saskatchewan River.

(Written for THE RAILROAD TELEGRAPHER.)

I.

From that lone lake the sweetest of the chain
 That links the mountain to the mighty main;
 Fresh from the rock and swelling by the tree,
 Rushing to meet, and dare, and breast the sea.
 Fair, noble, glorious river, in thy wave
 The sunniest slopes and sweetest pastures lave;
 The mountain torrent, with its wintry roar,
 Springs from its home and leaps upon thy shore.
 The promontories love thee, and, for this,
 Turn their rough cheeks and stay thee for thy kiss.

II.

Stern at thy source thy western guardians stand,
 Rude rulers of the solitary land;
 Wild dwellers by thy cold sequestered springs—
 Of earth the feathers, and of air the wings.
 Their blasts have rocked thy cradle, and, in storm,
 Cover'd thy couch and swathed in snow thy form.
 Yet, blessed by all the elements that sweep
 The clouds above, or the unfathom'd deep,
 The purest breezes scent thy blooming hills,
 The gentlest dews drop on thy eddying rills.
 By the moss'd bank, and by the aged tree,
 The silver streamlet smoothest glides to thee.

III.

The young birch greets thee at the water's edge,
 Wet by the wave, though anchored in the ledge.
 'Tis thou the otter dives, the beaver feeds,
 Where pensive osiers dip their willowy weeds.

And there the lynx purrs amid her brood,
 And trains them in the sylvan solitude.
 To watch the squirrels leap, or mark the mink
 Paddling the water by the quiet brink;
 Or to outgaze the gray owl in the dark;
 Or hear the young fox practicing to bark.

IV.

Dark as the frost nipp'd leaves that strewed the
 ground,
 The Indian hunter here his shelter found;
 Here built his wigwam and his bark canoe.
 No more shall they thy welcome waters bless;
 No more their forms thy moon-lit banks shall press;
 No more be heard, from mountain or from grove,
 His whoop of slaughter or his tale of love.
 Down sweeps the torrent ice, it may not stay
 By rock or bridge, in narrow or in bay—
 Swift, swifter to the heaving sea it goes.

V.

Thy noble shores,* where the tall steeple shines
 At mid-day, higher than the mountain pines,
 Where the white school house with its daily drill
 Of sun-burn'd children, smiles upon the hill.
 Where the neat village† grows upon the eye,
 Deck'd forth in Nature's sweet simplicity;
 Where hard-won competence—the farmer's wealth—
 Gains merit, honor, and gives labor health.
 That star-lit flag by all the breezes curl'd
 On yon vast deep, whose waters are so cold.

VI.

In what Arcadian, what Utopian ground
 Are warmer hearts or manlier feelings found?
 More hospitable welcome, or more zeal
 To make the curious tarrying stranger feel
 That, next to home, here best may he abide
 To rest and cheer him by the chimney side?
 ‡Stream of my sleeping father; when the sound
 Of coming war echoed thy hills around,
 How did thy sons start forth from every glade,
 Snatching the musket where they left the spade?

VII.

Bold river, better suited are thy waves
 To nurse the laurels clustering round thy graves§
 Than many a distant stream that soaks the mud
 Where thy brave sons have shed their gallant blood,
 And felt, beyond all other mortal pain,
 They ne'er should see their happy home again.

—*Geo. M. Ross.*

Fort Saskatchewan, October 5, 1899.

*Town of Edmonton at mid-day, churches on bank, river, etc.

†Town of Fort Saskatchewan.

‡Spring of 1884, Indian prediction of war with whites, which breaks out in March, 1885. North West Rebellion, soon suppressed.

§Graves of members North West Mounted Police at Fort Pitt, N. W. T., killed during North West Rebellion, 1885.

Our Correspondents

WRESTLING WITH THE LORD.

JOSE GROS.

THE most solemn and incontrovertible fact within reach of our own perceptions, is the immutability of all natural laws. Through the microscope in one direction, through the telescope in the other, we can notice that such immutability inheres in matter, in force and form, wherever form, force and matter may be found anywhere in space infinite. It touches and permeates all the infinitesimal fragments, what we call molecules and atoms, at the bottom of all formations and masses, whether it be a blade of grass or a star. It permeates the physical universe. The whole of it would go to pieces if not held by the immutability of certain laws, and so if subject to any caprices or whims, in what we call nature, when we don't want to call it God. Do you suppose that immutability in law is going to stop in the realm of physics? Or do you imagine that the moral order can hold together any better than the physical order would, without its fixed adjustments? By the moral order we mean our own social relations between each other, relations that must be as fixed, from the beginning, as the very ones which hold atoms and masses forever enveloped in a grand ensemble of glory and beauty, sublime in all its manifestations, modifications and details.

But why is it that men have never seen fit to abide by any fixed order in their social relations? Look, for instance, at the semi-eternal contradictions of the millions upon millions of human laws of all nations, ancient and modern. Notice, then, that what we call modern progress means still a greater multiplicity of human laws, clash-

ing and re-clashing against each other, passed by legislative bodies to-day, canceled by other similar bodies to-morrow, whether not, by judiciary ones, practically declaring that our own legislators are packs of fools. And not even judiciary bodies can agree for any length of time. Out of every seven judges, three are often against four, or the matter is reversed soon after by a new decision of the same seven fellows, some of the four having changed their minds. Or one judge in a section of our Union declares that we should abide by a certain process, and another judge, in another section, proclaims another process as the correct one. And what when the Court of Errors and Appeals decides against a recent statement of a Supreme Court, as was the case a few weeks ago, in New Jersey, in a question between real estate owners on one side and a municipality and corporations with the other? And what was that but a quarrel between two sets of banditti, the two sets against the real interests of the working people? Because those people are never taken into account, under our monopolistic dispensation, in which the conception of social morality is but a sentiment, a clean farce.

That silly optimism and self-satisfaction so peculiar and proverbial among savage and barbarous races, is yet in full force among ourselves, civilized to the very brink of destruction. We can see that by the well-nigh universal cantata with which we are constantly celebrating our excellent qualities, the superiority of our human institutions, the wonderful developments along material lines in all that appeals to our vanity in external forms, and thus completely overlooking the internal essence of

justice between man and man. We thus show that we have not yet overcome the babyhood instincts of primitive races, the very ones whom we consider so much below ourselves, while closely imitating them by aping all their fundamental imperfections. We have not yet learned that the first step to real progress is—humility, the consciousness of how much remains for us to do that ought to have been done long ago. The only sign of genuine superiority is never to assert it. As soon as we do, all superiority is gone, and the pet, spoiled child makes its appearance.

The sun never needs to brag of its splendors. We all see them. The actual Saints of the Lord never proclaim their sanctity. Their own thoughts and acts proclaim it to all, far off or close around. They, themselves, are never conscious of it. The very word progress means looking forward, never backward, never dealing, or talking, on what we have accomplished, always absorbed in what needs yet to be accomplished. "No man having put his hand on the plow, and looking back, is fit for the kingdom of Heaven." And anybody can notice the reality of that sentence in actual life, since those who glorify, and have always glorified progress, or have taught the common people so to do, are, and have always been, who? despots, aristocracies, plutocracies, oligarchies, in religion, in the civil order, in politics. And those are just the men who, to-day as much as ever, fight tooth and nail against every national and social reconstruction worth considering. They are the ones for whom the morality of public life has no precise meaning, for whom the ethical order in society has no fixed rules, nothing but the diabolical contradictions of human law in each generation, with that endless variation of details and that constant transgression of all social justice which destroys all principles of fraternity among men.

Naturally enough, the instability of life to-day is considerably greater than in most other historical periods, to say the least. Our ambitions, physical or spiritual, are boundless and devouring. There is no peace for anybody to-day, unless he wants to be out of fashion, and look like a fool because a little more sensible than the rest.

We are all fighting against our natural limitations, trying to over-reach each other, and so defying the peaceful order of the universe. The ambitions of all of us, what do they mean, but unhinged minds at war with the eternal laws of God, or of nature, if you want to get rid of God? The peace that passes all understanding—we don't want to have anything to do with that. We greatly prefer the agitations that cannot understand anything, because they don't give the mind time enough to digest any thoughts, to assimilate any truth. We want to grasp the truth without the trouble of working for it. We forget that the elements of time and labor, exertion, physical or mental, are indispensable to all mechanical and living processes, from lowest to highest, without a solitary exception in the whole realm of phenomena, from the formation of a simple rock to that of a star, from the evolution of an insect to that of a full man, in the plenitude of all nobility, and as far as we may be able to rise with our best efforts.

We can notice that most of the operations of nature are silent, they all are rhythmic, musical; and her processes are gradual, peaceful, never suppressing the element of time. Our progress attempts every accomplishment through rapid efforts, discordant notes, agitating developments, absence of peace, violent, war-like methods. We want to convert men, in religion, through theatrical performances in churches and chapels, or halls. Our political campaigns must be regular carnivals. Nothing is done but by noisy exhibitions that may invite the vanity and self-conceit of the race. Even our prayers must participate in the element of noise and conceit. They must be answered by the realization of what we have set our heart upon, lest our faith gets stranded on the rocks of unbelief, if divine plans do not coincide with our own. Unconsciously to themselves, most of our good, pious people, are constantly fighting with God, when not with the simplest laws in nature. The same is done by nations and communities, by classes, cliques, churches and parties, in connection with social adjustments. We all want to improve humanity by petty means of our own, never by grand ideals, as revealed by the forces

and methods of the universe, nor by ethical laws, indispensable in the moral order and preordained by—Love Eternal. All our progress is then a babyhood progress, anarchical in itself, because it neither proceeds from, nor aims at, any given, precise conception of—*"Justice between man and man, as children of the same Heavenly Father."*

NEGLECTED OPPORTUNITIES.

This subject has come to mind, and is suggestive of the many new resolutions that will shortly be made. As the old year closes, we may ask "What have we accomplished during the past year?" We can never call back the year that has passed, it is true, but we can work with renewed zeal, during the years that follow. How about neglected opportunities? The ones to be considered here, are the ones that come into the life of the telegraph operator. This takes us back to when we took our first message, or our first train order. Can you remember how glad you were, when you first took a real business message, or a train order that was to be delivered to a train? Possibly you have forgotten all this, but there are other reminders. It may be that you have a wife that has taken up the work. Do you remember how glad she was, when she was first able to do wire work? It may be a sister, a brother, or a son. Whoever it may be, their actions are suggestive of what ours may have been. If we were not so easy to satisfy, there should be many more opportunities in telegraph work. Telegraph operators have time that they could apply for their own benefit, provided their wire work was not neglected. This time could produce the best education. It could produce the best preparation for a Doctor. It could produce the best preparation for a Lawyer. These look simple, within themselves, but they are not to be laughed at. You may never use them as a profession, but you can use them if you ever advance in railroad work. There is no desire to condemn because you do not improve these opportunities, nor does the Railroad company think any the less of you, because you neglect these opportunities, so

long as you do your wire work. Then why call them neglected opportunities? It is because minds are never satisfied. If they are not at work on something that is useful, they are at work on something that is not useful. It is because the time may come, when telegraphers' paralysis will not permit you to work at your profession. It is because the time may come, when vice will not permit you to secure a position. Then, too late to take up these neglected opportunities, who suffers the consequence? Again, the small things that go to make up the life of a telegraph operator, may have a greater bearing than we at first think. There is a large per cent of telegraph operators, who, some time during their telegraph experience, take up station work. Who can describe the neglected opportunities here? This is not written for the operator who is where he has no postoffice advantages, or for the operator who has all that he can possibly do, but is written for those who are neglecting opportunities—the man at a small station. If his work takes part, or all his time, the work should all be done as near in a systematic way, as his time will allow. Any system is profitable, and one system helps to build another. Who knows the foundation that may be laid in the station department? There should be a systematic way of keeping tariffs. The Railroad and the Express companies' money should be kept separate. Sometimes there is a postoffice attached. The moneys here should be kept separate from either the Railroad, or Express companies' money. Your own money should be kept separate from all other money, that you handle. You will get along if you do not do all these, but they all help one to be more and more accurate. The difference is, instead of trying to see how little you can do and hold your position, try to see how far you can advance from the point where you started. When you have become interested in this work, every accomplishment that you acquire, should bring you as much joy, as your first train order. Increased interest, should bring increase of zeal. Gradually, one should become more and more able to entertain himself. With

this increase, interest in vice should decrease. With the increase of time, and money, gained through abandoning vice, you should be able to take up almost any talents. Aim high! There are two aims. One is a lower aim, the other is a higher aim. If you take the lower aim, you will probably turn toward the saloon for amusement. If you take the higher aim, it may be that you are turning toward the highest position in our land. High positions are not all bought, or do not all come by chance. There is work to be done before they are acquired, and there is work to be done after they are acquired. Be prompt in all your undertakings. The ideal telegraph operator, would be one who does not take any chances with vice. To encourage vice often means to fail. To stay entirely away, means to rise. The ideal station agent, should know the details of a station. He should try to offer every one the very best service, instead of trying to tell them what he and the company would do. He should know these distinctions, and not try to carry the entire business of a town or neighborhood, in connection with his work. The ideal Man to carry insurance, is one who never takes any chances on tardy remittances. The ideal Order man is one who does not find fault with every turn that the Order makes, but keeps his dues paid up promptly, and when he has any plans, or suggestions, puts them in shape himself, and presents them to the proper officer. The ideal Order would be one where all the members were united for its interests, in connection with Railroad interests. The ideal Railroad would be one where all the employees were united for its interests. The ideal Man would be one who made every transaction complete within itself. His work is always done.

SOME LABOR HISTORY.

Should anyone ask you if you know anything about the history and accomplishments of trades unions you might repeat to them the following bit of history, even if it is English, which matters not, for England has been the cradle of the liberties of the world and has led the way in every

movement for the benefit of the masses in opposition to the classes. "Trades unions began to organize immediately after the passage of the first Reform Bill (1832), and were purely industrial organizations, through which the workingmen struggled for better wages, factory inspection and special reforms in workshop conditions. These unions for the first dozen or more years were very boisterous affairs; in Sheffield, Birmingham, Leeds, drastic methods were adopted against all who opposed them—the treatment of what are known here as scabs. In England they called them knob-sticks; perhaps because the well-to-do people leaned on walking-sticks, and they regarded laborers who would take the places of strikers as mere aids to wealthy employers. This was on the idea that if they did not kill them they would do worse—give them bad names. And at this time they used to be very violent. In a case which Charles Reade describes they put a small keg of gunpowder in a cellar window, where a non-union man lived, applied the fuse and ran off, and it blew up his house. In another case they put gunpowder in a forge in a shop, where he was working, and when he came to light his forge it blew him up to the ceiling and blew out the windows of his place. They were very rough. They did a great many of these things in the very early period. By 1861 they began to publish newspapers, and to have very intelligent leaders; and the physical force disappeared from their movement. About 1868 they began to hold congresses. Their first congress was in Manchester, in that year. It was a congress of representatives of the unions all over the country. At this congress they appointed what they called a Parliamentary Committee, which should sit in London, and the members should have their salaries paid by the unions. The committee was to attend the labor legislation in Parliament, and see to it that measures were introduced and put through the House of Commons in favor of labor. The result was that from the early '60's down to 1875, with this Parliamentary committee, and the constant meetings of the labor congress, and the moralizing of the unions (that is, the leaving out

of the physical force element) the trades unions accomplished wonders. If you would read the pages upon pages of the improvements that have been adopted, you would see they almost worked miracles. They got the truck system abolished, they got factory inspectors to look after the sanitary conditions of the workshops and enforcement of the half-time law for children, all these adopted. Finally, in 1874, they got the nine and one-half-hour law adopted, and the factory law extended to all manner of workshops. First it applied only in the

plished in raising wages and improving the condition of laborers in shops. Moreover, trades unions gained a legal standing and such a position of moral recognition that employers no longer resisted them as illegal and improper organizations. On the contrary, they recognized them and officially conferred with them regarding rates of wages and workshop conditions, and in many trades jointly established a yearly scale of wages and a recognized sliding scale for piece work, and agreed on the number of apprentices and other economic



SILVER CITY, NEW MEXICO.

Geo. Webber,
Messenger.

F. S. Trickey,
Operator.

Sam Eckles,
Clerk.

H. M. Stecker,
Agent.

cotton mills, then was extended to all shops, then to mines, and finally to the retail stores in the large cities. In 1874, also, they elected two trades union representatives to Parliament, both miners, Alexander Macdonald, for Stafford, and Thomas Burt, for Morpeth, whose salaries were paid by the unions. During this period trades unions accomplished more in the line of efficient, practical legislation for labor than had been accomplished by all other methods put together, besides what they accom-

plished in raising wages and improving the condition of laborers in shops. Moreover, trades unions gained a legal standing and such a position of moral recognition that employers no longer resisted them as illegal and improper organizations. On the contrary, they recognized them and officially conferred with them regarding rates of wages and workshop conditions, and in many trades jointly established a yearly scale of wages and a recognized sliding scale for piece work, and agreed on the number of apprentices and other economic

About this time (1872) the first efforts at self-help through organization were extended to the agricultural laborers. Under the impulse of this trades-union movement a leader rose among the farm laborers of

Warwickshire, in the person of Joseph Arch, who made his first speech on February 2, 1872. The first strike among farm laborers since Wat Tyler was inaugurated on March 11, and the first farm laborers' trade union in the world was organized March 29. This brought for the first time the English agricultural laborers in line with the progressive movements of the century, and was the beginning of their public influence, which resulted two years later (1874) in giving them the franchise.

S. W. H.

THE SATISFIED MAN.

The December number of THE RAILROAD TELEGRAPHER has reached my home in a neighboring land, where scenes and language cause the Holiday season to seem devoid of something, and I find myself longing to be again in my own country, where I could gaze at the blue vault of Heaven from beneath the Stars and Stripes. The journal and the old associations it recalls, prompts my writing for its columns again after a silence of three years.

In the Poetical Department is a short poem by Hattie Tyng Griswold entitled "Every Coward Soul Shall Die." Permit me to follow the theme, with the hope that it may awaken some railroad telegraphers and agents from the lethargic condition into which they have apparently fallen, notwithstanding that at one time they had ambitions and failed to be satisfied with present surroundings. "Who fails to strike when man's assailed, for fear of selfish pain or loss, is truly a coward." In my opinion, the greatest enemy to the advance of civilizing influences, which tend toward the promotion of morality and physical comfort, is the "satisfied man," who, content with present conditions, has fallen into a state of lethargic indifference which might be compared with the condition of a well-fed porker on a summer day. Inactive mentally, and subservient and obsequious, he believes not in the development of his own powers for advancement, but on leaning upon the frail wand of a superior who promises to "promote him some day," if he continues to hold aloof from all organizations of labor, which the company deem anarchistic in the extreme.

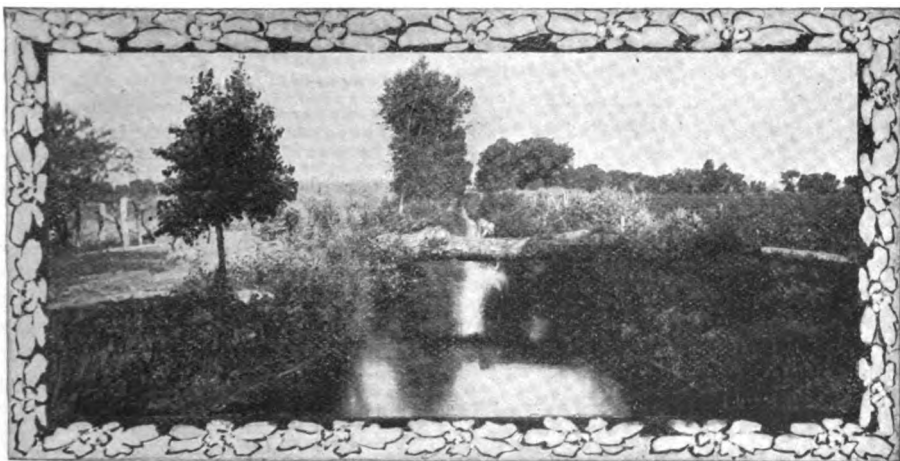
The "satisfied man" works on and on at his little station or office. If his salary has not been reduced during the past ten years, it has not been increased; if vacancies have occurred at more responsible offices, they did not create opportunities for his advancement, because the company, or rather his good friend, the official, thought it unwise to promote a "satisfied man." When the "satisfied man's" associates rebelled against oppressive wrongs and injustices, he remained at the key "for fear of selfish pain or loss." The rights of his fellow-workers were assailed, but he "crouched beneath opinion's lash;" the opinion of the officials who rejoiced that he was a "satisfied man," who "dare not his own thoughts proclaim." Brothers, this criticism of the "satisfied man" may seem exaggerated, but it is not. He can be found at all points of the compass, dragging out a miserable existence, on a paltry wage, dumb to the appeals of a slumbering conscience and indifferent as to the future of a family whose environment is devoid of everything which stimulates the better nature in childhood and excites ambition. Here in Mexico the student of human nature and environments has an expansive field. The oppressive hand of the few, and child-like devotion to such religious teachings as the people have had, has inculcated in the brain, bone and sinew of the working classes an obsequiousness equal to that found in any slave, and existence is maintained upon, verily, the crumbs from the tables of the rich. Of course, here and there the fires of human liberty, in the full meaning of the term, burn fiercely in hearts of steel, and in Mexico can be found a liberal press, the most prominent representative being published in the City of Mexico. It forcibly reminds me of some of our so-called radical papers in the States, whose editors bravely and steadfastly preach their doctrines of reform, and maintain their families upon as little as possible, owing to the strained financial condition of their sympathizers and friends. Thank God, the public educational system of our country renders it impossible to reduce labor to the level it has reached in Mexico; but if the intelligence of the Anglo-Saxon race had not been, and was

not cultivated, capital would long since have had all labor under the lash and the champions of the weak and poor would be bound by cords in the hands of power and strength.

Now, please understand, it is not my desire to be too severe on the "satisfied man," but if this should reach his eye, I hope it may startle him and set in motion again that portion of his mental machinery which has been inactive too long. There is no time for retrospection; no time, or, indeed, is it necessary, for him to delve into the past to find explanations for his present condition. Take the present; view its advantages, and, like a sensible man, reason within as to whether it is nobler to battle for the right,

"loves no paths by martyrs trod." No call for humanity's sake has aroused him to vigorous action; and I challenge the finding of a single name upon the great roster of volunteers to Cuba whose owner could be properly classed as a "satisfied man."

Brothers, this doctrine of "being satisfied" and that all things will come to him who patiently and diligently works and waits, is not appropriate for these times of fierce competition and mighty struggle for wealth and fame. "Satisfaction" is not the spirit which pushes humanity forward toward a higher civilization; it was not the spirit which imbued the hearts and strengthened the arms of those who fanned the fires of rebellion



AN ARTIFICIAL WATERWAY NEAR PHOENIX, ARIZONA.

Courtesy Santa Fe Route.

or endure the wrong. The O. R. T., as well as all other organizations of labor, have accomplished more than even their founders honestly conceived of; and it is a reflection to even suggest that they were not discouraged by the weakness of human nature, as many of us are to-day. That the movement has succeeded in accomplishing anything is due to those who dared question opinions and dared raise the right arm in protest against the wrong. The "satisfied man" can not be found among this class; the "satisfied man" is the valiant champion of no cause whose inspiration is human rights; the "satisfied man" espouses no struggling cause for humanity's sake, and

against oppression in 1770, nor the spirit which caused men, women and children to desert their homes and force their way over the wild prairies toward the golden sun in the West. Brothers, the "satisfied man" is, however, not always struggling along in poverty. By no means. He is frequently found among our fraternity, drawing a good salary, living in a well-furnished house of his own, and his family enjoying all the comforts desired. He is satisfied that HE IS ALL RIGHT; he commands influence acquired, if not by family relationship, by force of circumstances which placed him years ago in a position to develop his business qualifications and cause the company to realize his

value as an employee. He argues: "What is the need of my joining the O. R. T.? I have, perhaps, the best position I'll ever get on this road. I own my home here, and do not desire to be changed to another location. My salary is sufficient. I have nothing to gain by affiliating with the boys. Something ought to be done to better their condition on this road, but I'm not going to have anything to do with the O. R. T., until, perhaps, some action on the part of the company affects my present condition." Self-satisfied, he forgets the time he was dissatisfied; forgets the time when some influence elevated himself to a higher round in the ladder; forgets that man owes a duty toward men; forgets that the opportunity is present when he might favor the unfortunate with such influence as he may possess, and brighten their pathway. Conscience often pricks, but the spirit of satisfaction finds an excuse. The tongue expresses sympathy for those oppressed, but self-interest hushes the voice of truth and the timorous soul trembles at the mere thought of daring to act independently of the opinions of superiors. Of what value is such a life to the world? In her poem Mrs. Griswold says: "God's edict from on high says, courage shall outlast the years, but every coward soul shall die." And, I agree with her; for it cannot be part of the great plan of the Creator of such an universe that the "Kingdom of God" shall welcome a soul which has been irresponsive to the sobbing tones of humanity; a soul so bound within itself that it bows obsequiously to power and strength and crushes the weak when commanded to do so by opinion which intelligence brands as selfishly wrong and unjust.

That the O. R. T. has within its ranks men of high grade of intelligence, men who have attained first-class positions through business ability, and men who, having attained such positions, have nobly and generously sacrificed them to battle for the right, is a fact which every old-time member rejoices in, and one which adds to the influence of the Order. Go to these brothers and ask them if they regret their action in time of prosperity and their answer is: "No, I would do it over again." It is such men who teach humanity to con-

tinue an unequal battle against injustice and oppression; it is such men whom a sympathizer with humanity loves to grasp by the hand; and, be they well-to-do or as poor as March hares, they stand erect upon this great arena of action, recognized by all classes as **MEN**, even though harshly criticised for the opinions they express.

In all kindness, permit me to ask the non-member who should happen to read this expression of opinion, that he think seriously and determine in his own mind the true value of adhering to the doctrine of "Satisfaction," which so many railroad officials, and other employers of labor, endeavor to secure converts to. Let him weigh carefully whether it is ennobling to bask in the sunshine of official toleration, enduring patiently injustice after injustice; waiting vainly for promised promotion or increase in wage; or whether it is best to stimulate and strengthen the nobler part of his own self and gird on armor to battle for the right. Too many of you, my friends, are crossing the bridge before you reach it. In many instances your fears of official censure are groundless, and your faith in the influence of the Order is not firm. Why? Because you will not permit your own best judgment to direct personal action, and you listen too attentively to those who have reasons for prejudicing your mind against the Order. Every eligible person should be a member, whether he stands to-day upon the upper or the lower round of the ladder; for, as certain as the sun rises and sets, there will come a time to all when its protecting influences will be eminently advantageous. Besides, should that time never come, which I sincerely hope may be the case, the possession of a card of membership will certainly give much pleasure to those who are now prosperous, for it symbolizes man's love for man; man's interest in his fellow-creatures, many of whom are struggling against great disadvantages to attain the same degree of prosperity. It may be true that the Order's influence cannot elevate you to a higher position; but, remember, that after you have served your time upon this physical plane, your children have theirs to serve. Should you not be able to leave them sufficient means to enable them to hold aloof from

the field of the wageworker, it would be best that they inherited your old membership cards and understood the principles of Trades Unionism, for their time of action will come when such knowledge will properly equip them for the contest for a livelihood. You instill into the heart of your son your religious convictions for the welfare of his soul. A good course in Unionism will teach him proper respect for the man who has the soul when he reaches that estate, and the two will then be able to journey through life amicably and advantageously. Should he become an employer of labor he would better understand his employes and be highly respected by them. In trying times in the industrial world which your son will surely have to pass through, will he not gaze backward and have a higher respect for the parent who had the courage to combat injustice and oppression—the same old evil which he, the son, feels the weight of?

J. R. T. AUSTON,
Agent, I. M. R. R., Reata, Mexico.

PROPHECY.

It is a common custom, which has attained through many ages, to predict the weather of the morrow by the indications of the sunset. "When it is evening" we say "it will be fair weather, for the sky is red." The present century has reached its sunset and the western horizon is piled high and wide with red and gold. There are many indications which guarantee in the approaching century the brightest, grandest period yet known in the world's history. The passing decade has been crowded with events which portend great sweeping changes for the better, in political, social and industrial circles. Education is struggling with more vim and push than ever to reach the masses; inventions and discoveries are obviating the necessity of drudgery and adding more comforts and pleasures to life; distant lands and peoples are being connected; science and religion are beginning to teach the individual how to live so as to be happy, while the O. R. T., the only key to every intelligent telegrapher's successful future, never had brighter prospects. D.

F. and P. M. System Div., No. 39.

FROM CAMP PUERTO PRINCIPE.

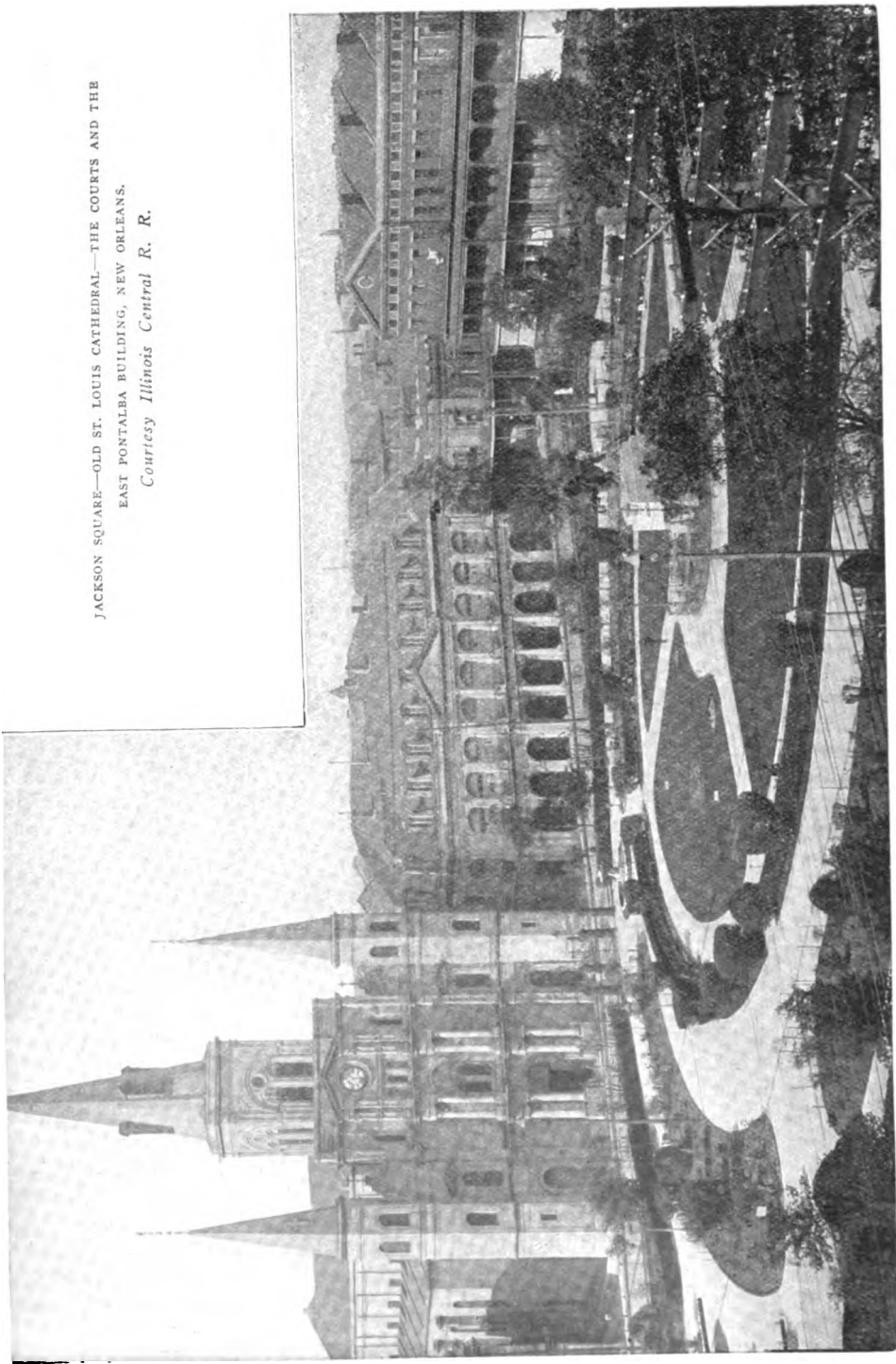
EDITOR TELEGRAPHER.

As I am just off duty at the office, and have just commenced a fine native cigar, I will try and entertain you and some of the boys by writing the news from Cuba. This camp is situated about six miles north of the city of Puerto Principe, on the Puerto Principe and Nuenitas Railroad. This is one of the greatest railroads on the island, and we have daily service from Puerto Principe to Nuenitas. We have the regiments of Fifteenth Infantry and Eighth Cavalry in this camp, and a small detachment of Signal Corps men. We find in charge of the detachment, Lieut. Jno. J. Ryan, formerly of the Southern Pacific Railroad at San Antonio, Texas, and Harry F. Jordan as first sergeant. Then come operators Hooe and Harper, and Berkley Inge, the telephone operator at headquarters. Boys, if you want to spend a pleasant winter in Cuba, just drop off at Camp Puerto Principe; be sure and bring your rubber boots and rubber slickers—you will need them; and if you can bring a nice little boat, it will be so much the better. We have had rain here for two months continually. Oh, this is a lovely place to spend your winter, among the Cuban rains and hurricanes. We generally have one of the latter once a week, anyway, to keep us from forgetting we are in Cuba. I think if I was back "O. S.-ing" them out of town, I would be better pleased, and if we continue to have this kind of life to live in Cuba, I think I will join the happy band again pretty soon. I am sitting in a canvas tent for a hacienda, and using a tallow candle for a lamp and not saying anything about the mosquitoes and different kinds of bugs and flies down here. We have some of the worst-looking frogs you ever jumped up against. We understand that Brother Harper and one of those fine-looking frogs are both trying to use the same ink-stand at nights. The mosquitoes are "Mocha Mala," and I will just turn this shock over to them for awhile—Buenos Noches.

Yours in S. O. and D.,

ALEX. S. HOOE.

JACKSON SQUARE—OLD ST. LOUIS CATHEDRAL—THE COURTS AND THE
EAST PONTALBA BUILDING, NEW ORLEANS.
Courtesy Illinois Central R. R.



FRATERNAL

Norfolk and Western Railway.

Radford Division:—

Our old Division seems to be lost in oblivion by those who, in days gone by, have contributed interesting items to our journal. Brothers, "Why stand ye idle?" Why do you wait for your humble servant to write and then make fun of what he writes?

Why don't you write, my brother,
And tell us all the news,
And tell delinquent members
They should pay up their dues?

Why don't you write, my brother,
In manner mild and meek,
And try to get non-members
Our Fraternity to seek?

We are sorry to hear that some do not appreciate our schedule as they should, and others who got an increase will not pay up their dues. Many non-members promised Bro. Briant to join at once and have not done so, but we hope they will do so soon.

Oh, brother, you must be thankful,
And give our committee praise
For their earnest, zealous efforts
To secure for us a raise.

They did the very best they could,
And better than we could do;
They should have the praise of all
And not of just a few.

Obstacles were in their way
That we know nothing of;
They should have our heartfelt thanks,
And they should have our love.

Oh, non-members, please come in
And help us bear the load;
We insist upon you doing this,
Because it's for your good.

We know your hearts are with us,
But we want your presence, too;
We want your co-operation
In everything we do.

Only a few have been faithful
In times of greatest need;
All honor and praise we owe them
And thank them for their aid.

The death of Bro. R. H. Ryan was indeed a sad affair. He was working as relief agent at Maxmeadows, and after his day's work he was going home in the caboose of a freight train and had only been in the caboose a few minutes when another freight train struck the caboose, completely wrecking it and several cars. The wreckage caught fire and nothing was found of Bro. Ryan but the trunk of his body and a few bones. It is not known whether or not he was asleep. Bro. Ryan was chairman of our division for a year or more, and in his death the division has lost a member whose place it will be hard to fill. A movement has been set on foot to get a monument to be erected to his memory. Contributions are being received and receipted for by R. G. Gardner, Glenvar, Va. Contributions from any one will be appreciated.

If this escapes the waste basket
And the office billy goat,
I'll come again with pleasure
And I'll be glad I wrote.

And now farewell, dear boys.
And may your future be
Worthy the lofty faith that spurred
The men who followed Lee.

Be true to our dear old Order
And it will bring you through.
Be true to our heavenly Father
And He'll be true to you. —"Baby Boy."

Having just returned from the funeral of Opr. Ernest Coleman which took place to-day, December 16th, I think that the telegraphers along the line of the Norfolk & Western will like to hear some of the particulars in regard to the sad occurrence. Ernest Coleman was an operator in the employ of this company at Spicer, Va., and was instantly killed while attempting to board a freight train at Concord on December 15th. He had intended to run down home for a few hours and this was the cause of his untimely death. The funeral was attended by Bro. E. W. Inge and Opr. Harvey, of Crewe, Va.; Bro. Ed Harris, of Prospect, Va.; Bro. Bates, of Spout Springs, Va.; Mr. R. F. Burke, agent Appomattox, Va.; Oprs. McDearmin and McDearmin, of Evergreen and Burkeville, Va., who were first cousins of the deceased. Opr. Miss Alice Burke, of Appomattox, Va., and C. B. Bright, of High Bridge, Va. The burial services took place at 3 p. m., December 16th, at Appomattox, Va. The friends and relatives of the deceased have the condolences of the telegraph fraternity.

Norfolk Division:—

Well, boys, I have looked over THE TELEGRAPHER time and time again for a line from some of your pens, but alas, I looked in vain. So I shall try and break the spell of silence. I am not very well up on the news of our division, am sorry to say. Guess we have all heard of the new office that is being opened on east end between Crewe and Norfolk. "Some more boxes, boys." But I understand they are better than the ones we have between Crewe and Roanoke. Bro. Shipp, former night owl at Farmville, has gone down to try one of them as day hawk. Bro. Lewis Shipp, of Forest, will go later on. Bro. H. W. Purvis, of Blue Ridge, was offered one of them, but he prefers to remain with us up this way. By the way, Bro. Purvis has just returned from a fifteen days' vacation at home hunting, and it was rumored he was not doing all of his hunting in the forest and fields. It was once reported that he would return to us with large and valuable game. The train men say the young lady must have told him something, for he carries a larger smile on his face now than ever before, and it enlarges whenever they mention going home to hunt, and he has been heard to say "Robins come in the early spring." Will say "lucky girl" to the one that gets him. "HU" is a good Christian boy and has a kind word for all, and in his jolly and friendly way makes friends wherever he goes, and we predict this life has great things in store for him. In a very appropriate little speech, he delivered to Mr. James A. Gleason, one of our former dispatchers, the pretty medal given him by operators as he was leaving us to cast his lot with our C. & O. brothers. Will give speech later if we can get a copy of it. Bro. Mason, of Appomattox, is quite a ladies' man. He was at a German given there at the hotel the other night, just flying around with the ladies. Bro. Bickers, of Durham Jct., has been off sick, but we are glad to have him back at "QU." Opr. N. W. Sale, of Montvale, is off sick, being relieved by Bro. K. D. Purvis. The old reliable "DU" is to leave Crewe, we are sorry to note. He goes to Waverly days on one of the positions opened by our schedule. And now a word to all, stick to the O. R. T., boys, and we will soon be able to build up a grand organization on this old pike. Take what we get and try and add to it. Get after the "nons." Everyone we get will strengthen us that much.

Bro. W. I. Overstreet, agent at Blue Ridge, has a fine O. R. T. boy, born November 12th, and Bro. M. H. Hazlewood, agent at Montvale, has a fine O. R. T. girl, born November 28th. Congratulations, boys.

FRIEND.

Montana Central R. R.

For the past year the news from this line has been very much neglected, whether from lack of interest or the lack of knowledge, I am unable to say. This doubtless is caused by our not having a division here. This, however, we are in hopes of having in the near future.

I want to see our noble O. R. T. banner wave o'er the city of Great Falls, and with a little work

we should be able to interest enough of the boys along the line to form quite a respectable division. We have some very enthusiastic members in the city of Great Falls, and fair prospects of getting quite a number more. Of all the lines that need the assistance of the Order, it's the G. N. and M. C. The salaries have been evened up a little on the Great Falls line of the G. N. in the past six months, and yet they are entirely too small when we note some of our trainmen cashing checks for \$90 to \$100 for their month's services. Were we thoroughly organized we might be able to obtain salaries worthy of consideration, and more in accord with the other Orders on the line. As it now is salaries are not at all in accord with other classes of labor, while expenses of living are way up. Come, boys, let's get together and see if we can't do something to benefit the cause.

The general offices of the division are located at Great Falls; here we find as fine a lot of officials as are to be found any place in the country, mostly all old-timers in the business, and therefore know their duties and perform them perfectly.

We find Mr. J. H. Butler, chief dispatcher over the whole division, one of the best the land produces, always ready to do the needful and at the right time. Too much praise cannot be given this man, so we simply say, "The right man in the right place."

Next we find Mr. J. H. Mayer, first trick dispatcher; W. H. Wingate, second, and O. D. Collins, third, all first-class men in the right place, although each man is worked to his full capacity, owing to the division being divided into three subdivisions, which keeps them busy all the time, yet they are always ready to give any information asked for and at any time. They are all right.

We next fall into the relay office, where we find Miss Ice Purcell, Mgr. O. C. Nelson, assistant, also J. H. Hill, late of Big Sandy, nights, on the day shift. Nights we find Mr. W. G. Newman, formerly days, but recently relieving Mr. Law, who resigned to return east. All good fellows.

At Cascade we find our old friend, J. T. Lillie, one of the best. Nights, Mr. R. C. Potts.

Craig, Mr. Jammie R. Jones, agent.

Wolf Creek, Mr. J. B. Stewart, agent and operator, days. Mr. E. B. Lacey, nights.

Mitchell, Mr. C. Saunders, days; Mr. J. C. Goff, nights.

Silver, Mr. D. J. Leary, days; Mr. J. M. Richardson, nights.

Helena Yard, Mr. J. L. Eaton, days; Mr. P. H. Jeffers, nights.

Helena Ticket Office, Mr. T. C. Flynn, both day and night.

Clancy, Mr. J. V. Danaher, days; Mr. O. E. Foster, nights.

Corbin, C. I. Jensen, days.

Portal, M. E. Burchfield, days; A. C. Burchfield, nights.

Boulder, W. B. Hundley, days; J. P. Beaupre, nights.

Basin, H. C. Stone, days; H. H. O'Brien, nights.

Bernice, F. H. Muir, days.

Woodville, E. E. Spiker, days; C. D. Hyndman, nights.

Butte Freight Office, J. B. Baril, days; J. Russell, nights.

Butte Ticket Office, Mr. Metzger.

At Black Eagle, Great Falls, we find Mr. Judd Wilson, agent and operator.

Smelter, Great Falls, Mr. A. A. Biarly, agent and operator.

Sand Coulee we find Bro. N. E. Black, agent and operator.

Belt, M. M. Englander, agent; R. E. Murphy, operator, days.

Armington, C. L. Herzog, days.

Monarch, J. M. Rector, days.

Neihart, D. S. Williams, days.

Down the Great Falls line we find the following:

Portage, E. J. Krathwohl, days.

Benton, Mrs. A. Z. Wyman, days; A. Wyman, nights; E. S. Wyman, agent.

Teton, George N. Osborne, days; D. K. Downs, nights.

Marias Junction, J. A. Carr, days.

Dry Fork, M. L. Sullivan, days.

Verona Junction, J. P. Sullivan, days.

Big Sandy, C. H. Smither, days; L. R. Russell, nights.

Pacific Junction, D. R. Esqr, days; C. J. Piggett, nights.

Changes: W. H. Egan, for the past three years chief dispatcher's clerk, has left for the coast, his place being filled by Charles Gable, late of the Philippine Signal Corps.

We understand P. R. Leo will return about January 10th, and is going on days at General Relay Office at Great Falls, after spending a year or more in the Signal Corps at Manila.

We understand Riverdale will open December 26th with Opr. W. E. McKinney.

Opr. Klitch, regular man at Belt, is taking a short vacation.

At the Rocky Mountain City Office we find Bro. H. W. Boulter. He doesn't do a thing but "Sush" 'em all.

ALKALI IKE.

Pennsylvania Railroad. •

Middle Division:—

The year 1899 with all its glory has passed beyond and its record will be printed on the page of time as one of the greatest years for revivals in labor organization in history. The year 1900 has dawned upon us with new work to perform, or rather to renew our old work, and move a little faster in the ways of enlarging our membership. Now, I want to impress this one thing upon your minds: We are the prime factors in the transportation business, and there is not another set of men employed by the railroad company that can fill our places. Just think of it! Big talk, isn't it? And we get that big 12 cents per hour and no one can take our place but an operator.

The engineers on our Division are a good set of fellows and have a good organization, and enjoy good pay. They stick together and I dare say that there is not a conductor, flagman, fireman and very few brakemen but who can start and stop an engine, and if pushed, could run it from one plug

to another. Of course, they are not engineers, and an engineer gets \$4.20 for twelve hours, and all these men, if pushed, could run an engine, and we operators get \$1.45 per day of twelve hours, and where or what class of men outside of an operator can you find to fill our place? Do you catch on? Now, we receive the poorest pay of any set of men employed on railroads. We are employed by a good company and get our pay, and are all used o. k. as long as nothing happens, and we ought to be thankful, but we cannot live on thanks.

Twelve hours a day for brain work, with from 160 to 180 trains every twenty-four hours, twelve to fourteen levers to handle and from two to four levers for every train, and get up and run up and down stairs forty times in a day or night for 12 cents per hour, and no one to take our places but an operator, isn't it funny? I answer yes. There is as fine a lot of operators on the Middle Division of the P. R. R. as you can find in the world, and yet you can find so many who will hang back and remain in the old rut until it is too late, and then he will not need any one to fill his place, or will not know if it is filled or not. I don't mean strike, but I do mean that we want less hours with better pay, and it is ours to say if we shall remain in the old rut or get out and be men among men.

CERT. 166

Washington, D. C., Div. 171.

At the regular meeting of Potomac Division, No. 171, Washington, D. C., December 2, 1899, we had a very interesting meeting and a large attendance.

Before the hour of meeting while the crowd was waiting for the arrival of our worthy Secretary he unexpectedly appeared and ushered into our presence two of the greatest globe trotters in America, viz.: Bros. Davis and T. M. Pierson, who had just arrived in the capital, and, of course, that made the meeting exceedingly interesting, and in a short time our brave Brother, J. B. Bastian, of Wilmington, Del., arrived on the scene. Of course, he doesn't come often, but when he does he always comes at the right time. You can't lose Bastian. Bro. T. M. Pierson, assistant to the President, was by unanimous consent called upon to occupy the chair. All preliminary proceedings were laid aside and the meeting opened for business by reading the minutes of last meeting, the usual bills for rent and expenses were ordered paid and thirty-three new members were admitted, which sent a cheer through the hall.

The question came before the meeting as to the Division using its influence in favor of requesting State Legislatures to pass laws in favor of State license for telegraphers, the same as are in force in a number of States already. There was a long argument on this matter, able remarks being made by Bros. Davis, Pierson and others. Finally the Division voted in favor of it, but the resident members of the District of Columbia cannot act with any force on this important subject. It must be brought up by telegraphers throughout the country with their representatives in the State Legislatures, and it can be made a law in every State

if telegraphers will act and not wait for someone else to do it. An able address was made by Bro. T. M. Pierson upon the work that has been accomplished by the Order in the South and elsewhere and upon the bright prospects in the future for telegraphers if they will join together and work in harmony, living up to the principles of our Order and pushing together, because under any other plan we will forever fail.

A bill will be brought before Congress this winter for the establishment of Government telegraph lines throughout this country. This is a very important matter to the young telegraphers to-day, and they should immediately use their influence with their Congressmen and Senators in favor of the bill. It means the expenditure of a very large amount of money, competition in the business and the employment of 50,000 or more telegraphers. Don't forget this, boys.

Another bill to authorize the Postmaster-General to acquire title to any new device or method for rapid telegraphy has already been introduced in the Senate by Senator Pettigrew. This gives the inventive mind a chance, and there is never any limit to improvement in the electrical line.

DIVISION CORRESPONDENT.

Northern Pacific Railway.

Montana Division:—

Many changes are taking place on this, the Second District of the Montana Division.

Old men are going and new men are coming. It seems, however, that we are losing more members by this changing than we are gaining. Still, we are gradually getting the "nons," and the Lord willing, I hope to see the good work go on.

W. A. Bennie, formerly night chief at Livingston, has left the service, relieved by T. Kearnes.

Bro. Crawford, Livingston, days, off on account of sickness of friends in the East, is again back at work. Understand, however, that owing to a change and reduction in force, Bro. Crawford will take the night work soon, and the present night man, Callahan, goes to Billings; Bro. Crawford being relieved by Jim Seese, formerly manager at Billings.

Bro. Lemm, from M. U. Transfer, Butte, has been filling the position of chief dispatcher's clerk in place of Mr. Voice, who, I understand, has taken a trick on the East End. Fitzgerald, third trick on West End, has left the service. Fitz must have been reading the S. P. schedule. I understand that the three dispatchers now working the East End out of Livingston, will soon be laid off on account of dull business.

Bro. Flowers, night at Muir, left the service, and is now working in St. Louis; relieved by Bro. W. H. Cantrill, who, in turn, has been relieved by Opr. Rorer from Billings, Bro. Cantrill taking day work at Billings.

Bro. Carlson, of Chestnut, has left the service, being relieved by Opr. Murphy, who, in turn, has also been relieved by Mr. McElhatton, from Billings. Bro. Cournyer, agent at Chestnut, has left the service, and we understand has accepted a position as bookkeeper for a mining company on Trail Creek. A Mr. Skidmore, formerly agent at Lombard, is filling the place.

The day operator at Belgrade has been taken off, and Opr. Anderson, who has been at this point, going to Logan, days. Bro. Temple goes on nights at Logan and Bro. Thompson takes Lombard nights.

Bro. Schaefer, of Bozeman, was laying off a few days on account of sickness, so he says. Judging from Bro. Schaefer's popularity among the feminine gender of Bozeman, we are rather inclined to think Jake couldn't fill all of his dates without laying off to do it. Opr. Shelver, from Livingston, officiated during the lay-off.

Smith, days at Townsend, now at Laurel on First District, as agent; Bro. Steele taking the day work at Townsend, and Bro. Cook, from the First District, nights.

New men at Winston and East Helena, but have not as yet learned their names.

Bro. Honey, at M. U. Transfer, Butte, days, during the time Bro. Lemm was away. Bro. Shattack nights.

The boys seem to be gradually coming in, but not quite rapidly enough, so each and every one of us must get after some non-member and do our best to show him what he is missing by not getting into the fold. I hardly think it will be a great while until we can make N. P. system division second to none.

To my certain knowledge, there is not over one student learning on the whole Montana Division, and it seems to me that under these circumstances we should be able by spring to make this division solid O. R. T. Wake up, boys! Protect your wives and families by a good and reasonable and reliable life insurance. Show the stuff you are made of and lend your hand towards the betterment of the fraternity.

On every train that passes over the Montana Division there are from two to three O. R. C. and B. R. T. men abroad. Shall we allow it to be said that the telegraph department is a back number on this division, and hasn't the get-up, brains or ability to do what the conductors and brakemen are doing?

DEAK.

Intercolonial Railway.

I have been looking THE TELEGRAPHER over for some time expecting to see something from our Division, but have been disappointed, and therefore resolve to try my hand at it.

Our train dispatchers are: First trick, Bro. E. A. Fortin; second trick, Bro. J. Delisle, and third trick, Bro. D. Fournier, all hard at work, who claim they have no trouble, at night especially.

Let me tell you, boys, of quite a coincidence amongst the O. R. T. men. Bro. E. A. Courchesne, agent of Forestdale, Bro. J. A. Rennie, agent of Moose Park, and Bro. E. F. Roy, agent of Kingsburg Junction, three neighbors, joined matrimonial life on the same date. I defy any road to beat this. The three happy brothers are back to work after their return from their honeymoon. We wish them all lots of success in their new life.

Quite a few changes have been made lately amongst the night staffs.

At the closing of Carmel Pit office Bro. Poulin has returned to St. Croix, nights, his former place. Hope your best girl is enjoying your return, "P."

Bro. J. E. Delisle, formerly of Riv. du Chesne (summer resort), has been appointed at Moose Park, nights. What do you think of the promotion, John?

Opr. Beaudet, of Moose Park, is now at Forestdale, nights. Hard for you to go to Quebec now, isn't it?

Bro. Baribeault, of Forestdale, now answers the call at St. Eugene, nights.

St. Cyrille has been opened nights with Bro. Labrecque, formerly of St. Eugene.

Bro. Sabourin, of Aston Junction, has been on the sick list for the past few months, relieved by Bro. Lyndsy, now back to work. He seems to be O. K. by the usual way of answering his call, "JO."

Bro. Lyndsy is now working at St. Rosalie Junction. How do you enjoy city sites, "JW."

Bro. Charron, of Diville, is on the sick list, relieved by a foreigner. We miss you a lot, and hope to hear you soon answering "X." Bad rumors on your account; be careful when you return. They say Agent Beisert is missing him a lot, but not as much as days we have seen, as wheeling is now out of season.

Now, I pray, let's hear from a good correspondent next time. Why not wake up and show our far-off brothers that in lower Canada there are a great number of brethren that take an interest in the Order? If not I will be obliged to again take up the pen, although not quite as capable as some others on this Division. When I look over THE TELEGRAPHER and see no news from our Division I feel as if we were out in the cold.

Where are those, who, in looking over the December Journal, didn't burst out laughing at the simple mention of Intercolonial Ry.? But a few, I am sure, for it must have appeared really funny, as for so long we felt as if we had been out in the cold. Now, I don't pretend to be, nor am I, of anything that should be called a correspondent, but simply to show that our state of dumbness has come to an end, and for our brothers to have kind of an interest in reading the Journal. Who knows, it may decide Jim to take the pen again, at which he was so clever, days gone by?

No changes have been noted lately, except Bro. H. St. Laurent, Jr., who worked all summer in Riv du Loup dispatching office, is now transferred to Levis dispatching office. Am glad to see you back in our midst.

A few brothers have been enjoying their Christmas and New Year holidays. Amongst them, we find Bro. W. Doyle, of Chaudiere, relieved by Bro. H. N. Bourk, of St. Apollinaire. It seems as if "AD" had lots of attraction for your "Naz."

Bro. A. J. Caron relieved him at "MA;" we understand "he" to be an old-timer from L. & M. Ry.

Bro. J. A. Rheume, of Mitchell, is taking a trip down the Maritime Provinces, relieved by Bro. Aug. Baker, of the G. T. Ry.

Bro. E. A. Courchesne, of Forestdale, enjoyed a fifteen days' vacation visiting his folks, relieved by Bro. R. Courchesne. I don't suppose mosquitos annoyed you any in this season, "Bob."

I regret to say that a few students are signaled along the line. What a pity! It is to be hoped that anyone whose eyes will fall on these lines, will seriously look into the matter, and if they don't consider, after such a serious examination, that they are working hard against their own interest, I miss my guess.

You can judge by the new schedule in force of which every member on this Division seems satisfied, that the first step made was a great one. Well, now that we are walking so fast towards success, drop those students, so there'll be no such obstacle in our path.

A happy and prosperous New Year to you all.

Yours in S. O. and D.,

CERT No. 148.

W. & L. E. R. R.

East End:—

Changes are occurring fast and furious since this end was heard from and I am scarcely able to keep track of them. Force at Navarre entirely new. Bolivar has a new night man, Mr. Friend. Orris Singer, former night man, now at New Cumberland, days. Bro. P. F. Pullam, formerly nights at Somerdale, now agent at Sherrodsville, vice Bro. J. P. Clay, who has left the Wheeling. Bro. J. H. Homan is still at Valley Junction. Don't know the day operator. Bro. Davy Gibson is still at Bowerston. Bro. F. M. Moore, nights, at Scio. Think we will make it two before long at Scio. Bro. S. G. LeMasters is at Jewett nights, with L. D. Snyder days, vice Bro. W. E. Wood, who is now night dispatcher for the W. B. & T. Ry. at Wheeling. Bro. G. M. Bricker, former agent at Adena, has been promoted to agent at Bedford, O. Cleveland Division at Adena now held by J. E. Franks, former bill clerk at Long Run. Bro. C. I. Parlet, formerly at Long Run, is now agent at Mt. Pleasant, vice Bro. W. D. Cooke, who, I understand, is in Toledo working for the C. H. & D. Ry. in the general freight office. New man at Long Run named Roebuck. Think he is an old Pennsylvania man. New man at Warren-ton nights, vice Mr. Cecil Collins promoted to Brilliant agency. Bro. George Winters still at Mingo Junction. Chamberlain at Steubenville. In fact, brothers, changes have been so numerous that it's hard to keep track of them all. Mr. E. C. White is now trainmaster on First and Third Districts. Conductor Hupp is promoted to trainmaster of Second and Fourth Districts. Both are royal good fellows and entirely capable in every particular. Dave Webner, formerly with the W. B. & T. as dispatcher, is now on the third trick on the East End. We are glad to see "N" get his rights. Here is wishing you every success, Dave. Bro. A. L. Taylor, of the Grand, has been working over the Cleveland Division. It's needless to say he is getting the boys right in line.

Brothers, we will number one hundred members before February 28, 1900, if prospects hold good

and each one does his duty. Bro. Taylor will be with us and cover the entire line, and help us get **thoroughly organized.**

The other brotherhoods on the Wheeling went to Cleveland a short time since and secured an adjustment of hours and wages that was **entirely** satisfactory to them. Their treatment by the officials was gilt-edged in every respect. Now, brothers, if you will only come in and assist we may have our condition materially bettered, there is no doubt, but there would be no trouble in securing pay for overtime and other advantages, if we would present the facts to our chief in proper form. In order to do this we must all be of one mind. And the way to be of one way of thinking is to organize and attend meetings and perfect a plan to present our grievances to the proper head of our department. We have the moral support of all the other organizations on the road, and can obtain all the help necessary to go before our officials in proper shape.

Any brothers in the South knowing of parties having trained blood-hounds for sale would confer a favor if they would write Bro. Will Carr, Secretary of System Division No. 55, Adena, Jefferson County, Ohio, giving address. Here is a good chance for some brother to make a good stiff commission, as a tip-top price will be paid for a pair of dogs filling the bill.

Our worthy Secretary and Treasurer, Bro. H. B. Perham, is now enjoying a life of happiness, having recently married. The wishes of Division 55 for their long life and happiness are herewith tendered.

Well, brother, don't forget to get after the "non" who works next to you. Don't let him rest. Picture the error of his ways to him every day of his life. Wishing you all success in doing so,

I am yours in S. O. and D. CERT. 40.

East End:—

Business good; all hands working overtime. L. D. Snyder promoted from agency, Jewett to Navarre. Orris Singer, former night man at Bolivar, at New Cumberland, as agent. New night men on Bolivar and Somerdale. Bro. H. A. Long, of Cleveland Div. 62, now agent at Sherrodsville, vice Bro. P. F. Pullam, resigned. Mr. Row Haines, now agent at Jewett, vice L. D. Snyder, promoted to Navarre. Bro. B. E. Miller, the genial operator at Duff's Pit, was married some time ago; do not know the lady's name. The Division wishes Bro. Miller long life and happiness. "BX," you want to pound brass Steakin now.

The Brothers on the East End held a lively little meeting of their own not long since, and talked over the outlook. All were very agreeably impressed with the letters from Vice-President Taylor, of the Grand, detailing his work on the Cleveland Division. This Division of the Wheeling promises to be the stronghold of the Order, if present indications hold good. Present at this gathering, Bros. Toomen, Parlett, Le Masters, Moore, and Carr. There will be another held before long. All Brothers will be notified of time and place.

We have to chronicle the death of Engr. Frank Potter, who was killed at Lodi, O., on the night of December 30. He leaves a wife and three children. The sympathy of System Division 55 is sincerely tendered his family. Almost every member was acquainted with him, and his friend. Brothers, dues are due for the ensuing six months. Let us cash in and keep 55 where she has been, on right front for keeping dues paid up, only two out of the whole Lodge having fallen out for non-payment of dues.

Bro. J. P. Clay, former agent at Sherrodsville, is now located at Finleyville, Pa., with the B. & O.

Bro. I. E. Etling is at Rich Mountain, Ark., with K. C., P. & G. Ry.

Bro. W. D. Cooke, former agent at Mt. Pleasant, is now with the C. H. & D. Ry., at Toledo, O.

All the Brothers who have left the Wheeling, so far as we can find out, are working other places. Bro. A. I. Aldrich, who was at Ironville, days, until lately, is now at home, in Massillon. Bro. F. G. Rehklan, day operator at Columbia, has resigned, and will go on the road braking. Fred is a good man, and has the best wishes of the boys all along the line.

December pay came early this year, but no passes were granted to the operators to go to the city to shop. Considerable comment has been provoked by this. While there is much to be said on both sides in regard to the pass privilege, it seems as though the company should at least allow their employes a one-half fare ticket to travel on.

All Brothers should send any item of news to the Secretary, who will see them reach the correspondent in time to get in the journal the first issue thereafter.

Bro. Will Carr, Secretary of System Division 55, wishes to secure two well-broke blood hounds, and will pay any Brother who can help him to find such hounds a handsome commission.

Yours in S. O. and D., V.

Buffalo, Rochester & Pittsburg Ry.

I am pleased to say we are getting a few O. R. T. boys on the B. R. & P., and quite a number are almost persuaded to come in. Hope our brothers with the necessary cards, etc., will be able to get them all in the fold in the near future.

There have been a few changes along the line.

Mr. Simmons, day operator at Big Run, has resigned, being relieved by Mr. Charles Fisher, night man from Ridgway, formerly on the Wabash. We are sorry to lose Bro. Simmons.

Mr. Quigley has resumed work at DuBois yard, after enjoying a few days' rest the fore part of this month. Opr. Higgins, from C. & M. Junction, relieved him, who, in turn, was relieved by a new man.

Bro. C. P. Jacox was working extra in DuBois freight office during the absence of Opr. Murphy, who was running second trick in DuBois Dispatcher's office during the absence of Dispatcher Steele.

At Falls Creek we still find the two old reliable boys, Burke and Britton.

At Lanes Mills Bro. Lerch, days, and R. E. Youmans, nights.

Bro. C. F. Merchant, night man at Lanes Mills, has left for parts unknown. We are sorry to lose him, as this drops another O. R. T. from the road. This change transferred Opr. Youmans from Carman, nights, to Lanes Mills, and Opr. Warner from Stanley to Carman, nights.

Mr. Fisher, from Kidgway, nights, to Big Run, days, puts a new man in Ridgway, nights, whose name we have not yet learned.

Opr. Ruddy, "night hawk" at Howards, worked at Bradford shops a few days some time ago during the absence of Mr. Craft, who was off on account of sickness in his family.

Our old reliable second trick dispatcher at "NS," Mr. Lancy, was off duty a few days the fore part of December, he being relieved by second trick man, Steele, from "BS."

Dispatcher's office at DuBois, "TM," has many friends among the boys along the road, and they all seem lonesome when he is not on the wire.

Bro. Keys, the "Nickle Plate Camera Girl," is still copying at Bradford.

Mr. Fisher resigned at Big Run after working one day, and left for, we know not where. Charley, put your spare moments to use and let some of us know where you are. Luck to you.

Well, well. How about Bro. Perham? Did you see it in the December Journal? Congratulations from Cert. 938.

My new card came to hand a few days ago, and is a beauty; also the new lapel button.

A happy New Year to all.

A MEMBER.

NOTES.

The last number looked rather barren without the usual letter from the B. R. & P., but it must have been an oversight. A few boys have sent me notes from along the line, and, although I do not wish to consider myself a Division correspondent, I am glad to have the road represented each month.

The past month of two have been very busy ones on the B. R. & P., and in appreciation of this fact, the management have allowed an increase to be made in the salaries of the first and second trick dispatchers at Bradford and Du Bois. The men expected this for some time, but it seems evident from this that the third trick men do not work. Sad mistake.

It is said that a telegraph office will be opened shortly at Whistletown, on the Middle Division. This is much needed. But where will they find an operator? Have you noticed they are a very scarce article lately? This reminds me that Opr. M. P. Burk, at Falls Creek, had everything fixed up to spend the holidays with his parents in Wellsville, N. Y., but on account of no operators in sight, had to give it up.

Mr. R. M. Steele, second trick dispatcher at Du Bois, spent a couple of days in Pittsburg during the holidays. Mr. Murphy, of the freight department at Du Bois, took his place.

Opr. Miller, night man at Stanley, spent Christmas with his parents at Johnsonburg, Pa.

Mr. Roy Manross, of Du Bois, nights, spent Xmas Day with his many girl friends at Howards.

Mr. A. V. Kellar, extra agent, will hereafter make his headquarters at Bradford. He is at present relieving Day Copier Harvey Miller. Harvey is enjoying a well-earned week off. What, married?

Opr. James Gerren, from Limestone, has been doing some extra work in the dispatcher's office at Bradford.

A local hustler reports that at least five new names are ready to forward to Bro. Barber, of the Pittsburg Division 52. This will make a good showing, and will bring many others in, in a short time. The road is getting well stocked up, which goes to show that the O. R. T. is becoming more and more prosperous as time goes on. It is easily seen that if each member would do a little hustling each month, that many regular organizers could be dispensed with. Referring this respectfully to the "nons," as well as those who carry the well-known pasteboard, I will sign up. With best wishes to all,

I am simply

MAUD.

Bluenose, Div. No. 237.

Having seen nothing from this Division for some time, I will try and write up a few items to say that we are still here, moving slowly, but surely. When I say surely I mean that we are getting the "nons" in line pretty well, and we are preparing to start the New Year with more determination than ever.

Traffic is brisk on the Halifax and St. John Division this winter, and the same may be said of the Sydney and Oxford Division. At present there are fourteen special crews running between Richmond and Spring Hill Junction, a distance of 120 miles. On the S. & O. Division traffic has become so heavy that the management has found it necessary to transfer drivers from Mouton to Stellarton. So far the weather has been everything that the boys could desire, the train and trackmen in particular.

I will try now and give a list of some of the boys and where they are situated: At Halifax (deep water terminus) we find Bro. Clarke. Fred is o. k. Next, we come to North Street Depot, where we find Bro. A. W. Noble, local dispatcher, busily engaged in moving trains between North Street and Richmond. He is a noble fellow. At Richmond, Bro. Coleman, away for holidays. He is relieved by Bro. J. J. Ryan, with Bro. A. F. Schurman as night owl. Rockingham, Bro. J. D. Leary holds forth. Bedford, N. Y., latest reports agent has sign over door "Students wanted." Windsor Jct., good staff and solid O. R. T. We are glad to hear that Bro. W. A. Harris, who has been very ill, is improving. Bro. W. E. Simmons ably fills the agent's chair. He is assisted by Bro. W. J. Mahar, who pounds brass days. Bro. M. H. Kehoe is freight

checker, while Bro. Tompkins holds her down nights. We may say that Jas. Johnston, the baggage-master at this point, is a noted cyclist trick rider.

Wellington, we have Bro. J. K. Urquhart, O. R. T. issue stamped in his face. Enfield, Bro. J. A. Thomas laughs and grows fat.

Elmsdale, the agent here is "XG." Bro. C. E. Urquhart, the night man, has his hands full keeping the student in his place.

Milford, Bro. D. R. McArthur, a first-class telegrapher.

Shubenacadie, Bro. R. M. Holesworth, the oldest telegrapher on the I. C. R., and good for years to come.

Stewiacke, this is where we find our esteemed local secretary, Bro. G. O. Forbes, with Bro. F. Dickie, nights.

Brookfield, Bro. J. J. Hamilton, Bro. W. A. Langille, assistant, Bro. A. C. Davison, the permanent man (assistant), is on sick list. Hope to see you around soon again, 'Art.

Truro (Dispatching Office), here we find Bros. W. A. Fitch, M. M. McLearn, F. Henderson, and R. L. Baker. Cannot say whether Messrs. J. T. Hallisey and J. T. Rhind are in the fold or not. As I finish the list of the Truro Dispatching Office I learn that our Divisional Superintendent, G. M. Jarvis, is a member of the Order. Mr. Jarvis is a gilt-edged telegrapher. Prior to his appointment as Superintendent he held the position of Chief Dispatcher at Mouton. He is the right man in the right place.

Belmont, Bro. J. N. Gunn, our local President; he is o. k. Bro. T. D. Wilson holds forth at night.

DeBert, cannot say how they stand there, but we know how they should stand.

East Mines, Bro. H. N. Lynds.

Londonderry, here we find Bro. T. B. Spencer, the champion of O. R. T.-ism on the I. C. R., and to whom the brothers owe a great deal for his efforts in their behalf. He is a member of the General Committee of the Order on the I. C. R. Bro. J. M. Hawlett is the night man here. "RA" is thinking seriously of going into the dairying business next season. He attended an auction the other day and bought a cow. He is also prepared to do cobbling on a large scale. Joe is O. K.

Folleigh, Mr. V. G. Chipman away on vacation. Vartiger is not in the field, but says he has a warm feeling for the Order. Gradually coming to it, eh? Bro. W. A. King is relieving at this place Opr. Raulston, nights. R. says he will join when old enough in the service.

Wentworth, Bro. F. A. Steck busy billing carloads of seal.

Westchester, Bro. H. C. Patton Howard says his station feels more comfortable since he got the storm windows put in.

Greenville, Sister A. E. Farshner, who is noted for her beautiful train order copies. Bro. J. M. Davison, night man here.

Thomson, Bro. P. K. McDonald.

Salt Springs, cannot say whether there are any up-to-date cards there or not. We shall make it our "biz" to find out.

Oxford Jct., S. H. Brown, a new man on this end; cannot say if he holds an up-to-date card or not. Bro. A. M. Fraser, nights. "Z" says the gong is not in good working order.

River, Philip "NG," so they say.

Springfield Jct., Mr. Geo. Dunn is the obliging agent here. He is assisted by Bros. J. F. Power, E. J. McGrath, and H. E. McLean.

Last, but not least, is Bro. L. C. Lynds, our local First Vice-President, whom I omitted when going over the Truro staff.

Now, if the goat does not capture this on the editor, I will come again and complete the list of Division 237, which comprises the S. & O. Division.

A Happy New Year to all.

Yours in S. O. and D.,

CERT. 98.

Williamsport, Div. No. 24.

Our meeting of December 20 was one of the largest that we have had for some time. I am glad to see the members taking more interest. Keep the good work up, Brothers, and let it all try to make an effort and see if we cannot make Division No. 24 one of the foremost. President A. L. Mulhern was in the chair. Minutes of previous meeting approved as read. Some very important communications read and disposed of satisfactorily.

Bro. P. A. Herman gave us a fine address, and also some good advice. We would be pleased to see Bro. Herman quite often, as he makes things very interesting.

Our President, A. L. Mulhern, gave us a fine address, which put some of us to thinking. The following officers were elected to serve for 1900:

President—A. L. Mulhern, Farrandsville, Pa.

First Vice-President—L. M. Young, Renovo, Pa.

Second Vice-President—F. E. Roffe, Mill Hall, Pa.

Marshal—P. A. Herman, Selmsgrove, Pa.

Past President—Z. H. Peters, Youngdale, Pa.

Secretary and Treasurer—M. F. Braucht, McElhatten, Pa.

Inside Sentinel—F. M. Troutman, Pexton, Pa.

Outside Sentinel—H. F. Grieb, Nisbet, Pa.

Board of Adjustment for Eastern Division—C. F. Lamm, A. T. Mulhern, H. F. Grieb.

Susquehanna Division, P. & E., P. A. Herman, J. I. Klingenberg, C. A. Riland.

For B. C. R.—Z. H. Peters, F. E. Roffe, D. B. Fleming.

We have the pleasure of congratulating Bro. T. M. Young on the arrival of a fine 10-pound O. R. T. boy.

Bro. J. I. Klingenberg has been transferred from "BG" to "RF." Sorry to see you get so far away from "K."

Bro. Dick Mulhern is enjoying a much needed vacation, visiting his sister, at Easton, Pa., and his brother, at St. Mary's, Pa., who is trainmaster for the St. Mary's and Southwestern Railroad.

Bro. J. W. Malony, of "GD," nights, is off spending a short vacation. Bro. L. A. Lontz is doing the owl act during his absence.

Bro. Troutman, of "FY," nights, is visiting Pine's great attractions. "FC," that old gag about going to see your brother, won't work any more. Old man, we are on to you.

Bro. C. F. Lamm, while riding a wheel on the paved streets of Williamsport, was run down by a reckless driver. He was thrown violently to the street, sustaining a badly wrenched knee, which kept him from duty for a few nights, and also smashed a guitar which he was carrying in one hand.

Bro. H. F. Grieb is working "BG," daylight, for two weeks. Pleasant dreams while it lasts, "GR."

We would like to see Bro. Stanly's smiling face at our meetings again. "GN," if you remember, you made this remark to me once, ha! ha! Come, old man.

Bro. T. B. Williamson, of Jersey Shore, nights, is taking his vacation. Mr. Staver is working in his place.

For some time there has been considerable breaking going on on No. 3. Now, Brothers, this man should be caught and reported, for such work as this will get some one in trouble. Keep your eyes on the indicator, and see if he cannot be caught.

DIV. CORRESPONDENT.

Missouri Pacific Railway.

To All Members Div. 31:—

Bro. J. F. Burnett having resigned as local chairman at Little Rock, Bro. F. J. Morgan, of Bald Knob, Ark., has been appointed local chairman for the Central and Arkansas Division, Iron Mountain Railway.

Bro. L. F. Akers, of Atchison, having resigned as local chairman, Bro. E. J. Moeser, Weeping Water, Neb., has been appointed local chairman, Western Division, and Central Branch Union Pacific Railway.

Approved. T. W. BARRON, General Chairman.

W. V. POWELL, President.

The Big Four.

Indianapolis Division:—

Yacob, go down in dot felt, und if dot stone was a hog, bring him oop!

Our October budget was like the above expression, rather stale, when it appeared in the December number of the Journal.

There are but few changes since then, however.

"JN" office has been reopened temporarily, day and night.

T. T. Daily, whose sickness we mentioned, succumbed to that dreaded disease, typhoid fever, and he departed this life October 12, 1899, after a four weeks' illness, and was laid tenderly to rest in the cemetery at Piqua, O.

Neighbor Hess, the genial agent at De Graff, was given transportation to the "Home of the Oculist," at Cincinnati, and now "H" wears glasses.

The "little sunbeam," Sawyer, glides by us occasionally, and there's always business, fraternal, connected with those trips.

Garres, of "BN," who got the business end of a hatchet fast in his leg, was compelled to

"crutch" it awhile and join the loafers' list; let the better half handle those weapons, "GR." "MC" is again stationed at "KY" and doing business in his usual lively manner.

"CY," "Brock," "M," at "V," and there are others, have shod themselves with twenty-cent shoes. Methinks, if Mr. Schaff was aware of this, he'd grant a hundred-dollar minimum.

D. E. Thomas, of the Clover Leaf, formerly agent at "MO," was a guest of old chums—ladies included—at that place recently.

"DE" and "EM," at Sidney, still give you the right hand of fellowship; but, my, they feel elated, if not proud, of their new quarters. That remodeled depot might safely be called a new one.

The schedule has not been secured yet, but the prospects seem brighter. We live in hopes, c'en though we're buried in a potter's field.

Have you a 1900 card? They are "beauts," and quite a pretty pocket-piece. Come, Brothers, don't postpone.

Compulsory express agents reaped a harvest on the per cent plan during holidays. Some made as high as \$3.09 (we didn't). It's nice (?) to be an express agent, "nit."

"Why was your switch light not burning at last switch last night, when No. 18 passed? Unless these lamps are kept burning all night, we will send a man there to relieve you. No excuse will be taken for this negligence hereafter," but 'twas only a dream that time.

'Tis to be hoped none of our operators are becoming of a backsliding tendency. Yet, we fear there are one or two along the line. If this meets the eye of one who is faltering, brace up and banish such thoughts and intentions. Don't grow careless.

J. K. V., the obliging agent at "FD," contemplates a visit to Cuba next summer.

The LaRue night office is open again, and Bro. Davisson is looking after the owl trick. Bro. D. is quite away from the better half.

Out of a half dozen written requests to as many Brothers along the line for an item, only one answered the call, thanks to that Brother. 'Tis possible, but not probable, the other letters of request went astray.

"Brownie," at "U," holidayed, and enjoyed an outing.

"X," at "WI," will be in new quarters ere this reaches print (or the waste basket).

That motor velocipede is a flyer, and on nice days one may unexpectedly have for company the Assistant Superintendent.

Say, Brothers (when we say Brothers we always mean the Sisters, too), why not some other scribe lend a hand? Don't expect too much from this "farmer" (as that "I am I, and I am I everybody" dubs us), lest your expectations are not realized. We pray for help; at least, it's up to you if that prayer shall or shall not be inefficacious. Come over into Macedonia and help us. Send us pointers, at least. Again we sign,

In S. O. and D.,

CERT. 136.

Canadian Pacific Railway.

What's the matter with the trainmen? Their latest schedule says no Sunday way freight, and they are not supposed to put way freight in freight shed. The latter part they strictly adhere to, but the former part has been violated ever since the agreement was instituted. The Ten Commandments need revising. Nine of them are sufficient for railway employes. Providence did not apparently foresee the requirements of the nineteenth century. The blunder consisted in Providence creating the railway officials, instead of the railway officials creating Providence. It appears to me that the O. R. T. will have to put a stake in the backbone of the railroad trainmen, and themselves take up this Sunday way freight business in their next schedule. The proviso on perishable freight is being worked to a nicety. For instance, a basket of grapes will be shoved into a 60,000-pound car of ordinary way freight, and to protect the perishable grapes, the whole car of way freight goes forward. Holy smoke, says someone, why don't you quit the job? Well, I'll tell you. I like railroading. I liked it when I was drawing \$25 per month. I still continue to like it, when drawing double the amount, and I will like it vastly better when the business is conducted as it should be. This is according to O. R. T. ideas.

We O. R. T. men are not anarchists or revolutionists. Neither do we desire to make this old circle revolve from east to west, but we have an abiding faith in the despised Providence, whom we believe takes a special interest in His O. R. T. children, and knew what He was about when He commanded, "Six days shalt thou labor, and do all thy work, but you must rest on the seventh."

Railroading is all right, as it should be. Not quite all right as it is. I a'n't going to quit and start in the shoe business. I'm going to stay with railroading, and, if possible, bring it to a desirable occupation.

CERT 644.

Winnipeg & Thunder Bay:—

A meeting was held at two points simultaneously on this section last Sunday. Western half of the section met at RatPortage, eastern half at Fort William. This arrangement proved very convenient for the annual meeting of members to discuss their general welfare. A large representation was the result. A subject which met with general approval was brought up at the RatPortage meeting. Its purport is to create a voluntary emergency fund, to enable a committee that is to be appointed for the purpose of providing proper care in case of sickness of any member, and for other emergencies where a member is in immediate need of a helping hand. It is also intended that this fund shall be available for purpose of purchasing wreaths of flowers in case of the demise of any member of our Order, as well as for members of the other fraternal organizations. This available fund will be an improvement on the subscription plan, which is a slow and unsatisfactory manner of raising

funds for pecuniary purposes. We have to thank the officers of the company in allowing such a large percentage of members to absent themselves from duty in order to attend the meetings. The extra operators who came on this fall have been exceptionally well cared for by the company. Many were placed on the Crow's Nest Pass branch after the rush, and the balance were provided with transportation to their homes. The most of them were young operators, out of some postoffices in the East, and check boys from commercial offices. Everything goes in the rush. Our members who were promoted to dispatching, with but one exception, proved successful, and handled trains like old-timers. This is gratifying. I will close, by wishing you all a prosperous New Year.

CERT 650.

Montreal Terminals:—

As we never read anything from this Division in THE TELEGRAPHER, I will venture to say a few words about it.

Montreal's terminals, although little more than fifteen miles in length, is a Division, and, likely, the shortest of the System. It is a Belt Line, encircling Montreal, its suburbs, and the mountain. It runs between the elegant and up-to-date station and Hotel, "Place Viger," which is situated in the eastern part of the city, opposite Viger Square, to the grim-looking dungeon called Windsor Station, in the western part, near "Dominion Square" and far-famed "Windsor Hotel."

This Division is under the supervision and able management of Supt. W. J. Singleton, whose office is in the old Dalhousie Station, on Notre Dame street. In the same building is to be found the Dispatching Office for the Ottawa Division, and part of the Terminals. There we find Bro. W. A. Rose, chief and first trick dispatcher, who makes things "hum" in A1 style. We can say the same of Bro. J. E. West, second trick, and Mr. A. Dion, third trick. Then we walk down a few hundred yards to Viger Station, where we find a first-rate fellow in Mr. W. A. Burlangett, agent, and congenial; all smiles. Bro. J. J. Dunn, who has a look for business, and good-looking Gretchens, in same time, and Bro. J. A. Roberge. They work eight-hour tricks, from 7 a. m. till 11 p. m., and change off every week. About two miles east we find Hochelaga yard office, with Bro. Allan Steen, days, and Bro. Osborne, nights. Two miles north we come to Mile End, Mr. J. J. Quinn, agent. Bro. Philipps is kept busy selling tickets and clearing trains. Bro. E. A. White dodging pilots nights. About one and one-half miles west, behind the mountains, we stop at Outremont yard office. Freighters arrive to and start from here. Four dispatching wires to watch. Bro. A. Dicks fills the chair from 8 a. m. till 4 p. m. Bro. A. F. Dion second trick, and Bro. S. W. Berry third. Four miles west we give the glad hand to Bro. Turcotte, agent at St. Luc Jct., and Bro. (?) W. J. Learmouth, night owl. "WJ" would be bad medicine for the Boers if he should go to South Africa; he is "dead agin" them.

About one mile further you will perceive a majestic structure which will remind you of the Capitol at Washington, because "it is so different!" It should be called Balmoral, Biltmore or Done-raving Castle, but it has a more modest name—North Junction Switch. There you will find "ye scribe" "OS-ing" trains and turning switches days, and soon to be Bro. E. M. Duchesne nights. Ahead of us there is what we might call a "Y." Down on the main line to the southwest we come to the last office of the Terminals towards the west—South Junction Switch. Future Bro. Mike Shaughnessy holds it days, with "Old" J. Flemmings nights. Half a circle from North Junction Switch to the south we strike Montreal Junction, with Mr. W. Gray, an old telegrapher, as agent, Bro. W. F. MacDonnell, operator, ticket agent and "short line" dispatcher. Mac is another anti-Boer, with strong convictions. He is now engaged in drilling his dog in all the improved military tactics, and will send him to South Africa for the protection of Ladysmith. Useless to add that the above-named guardian is nothing but a "yellow dawg!" Tom O'Regan, night hawk, is a first-rate fellow, but he can't see the error of his ways, so we are going to buy him a microscope. Now we are sailing eastward. Next stop is about three miles—Westmount, pretty station, well-kept grounds; Mr. Loiselle, agent, Bro. A. J. Joly, ticket agent and operator, days, Bro. C. Senay, nights. About one and three-fourths miles further we reach the end of our journey, Windsor Station. Mr. R. Millar, agent. Bros. Geo. Ewing, days, and J. F. Lafreniere, nights. In the same building we also find the general office for the entire system. "P. R. Office," with 12 or 13 operators, but I cannot say of any brothers there. Well, I will cut off now to leave room for others. Wish you all a Merry Christmas and a happy and prosperous New Year. A kind remembrance to friends of Division 256, 34 and others in New England States.

Yours in S. O. and D., J. A. DUMAY

Eastern Division, Main Line:—

Starting at Chalk River, we find Bro. T. A. Wilson, agent, with Bros. J. W. Twohey and F. Eastman, operators; Moor Lake, W. E. Graham; Mackeys, Bro. W. Hawkins; Bissett, Bro. C. W. McIntyre; Deux Riviere, Bro. S. Jardine; Klock, Bro. A. McLeod; Mattawa, W. E. Buchan, agent, with J. Burns and Bro. J. F. Mara, operators; Eau Claire, Bro. W. A. Ryan; Rutherglen, Bro. A. B. Clark; Bonfield, Bro. J. Austin; Thorncliffe, Bro. H. Lefbvre; North Bay, T. J. Kennedy, superintendent, G. W. Hutcheson, chief dispatcher, Bros. J. Omeara, T. A. McArthur and G. T. Coleman, first, second and third tricks, respectively, D. J. McKeown, agent, with Bros. D. J. Vent and R. Moran, operators; Sturgeon Falls, Bro. J. A. McAmmond, agent, with Bros. H. Paterson and J. Francis, operators; Cache Bay, J. O'Connor; Verner, Bro. J. A. Hawkins; Warren, Bro. W. A. Depew; Markstay, Bro. C. W. Way; Wahnapiatae,

Bro. T. W. Watmough; Sudbury, W. P. Martin, agent, with Bros. F. Dorway and G. Dungan, operators; Rayside, F. Egan; Chelmsford, Bro. L. Stopelben, agent, ——— Richie, night operator; Nipissing Jct., Bro. J. J. Jardine, agent, and Night Operator Scurrah.

"Soo" Branch:

Coppercliffe, Bro. H. Morley; White Fish, Bro. F. Webster; Worthington, Bro. A. Lennon; Nairn Centre, W. G. Nelles; Webbwood, G. W. Angus, agent, C. Wymbes, night operator; Massey, F. Summerby; Walford, D. Carmichael; Spanish, W. Grant; Spragge, Bro. W. Austin; Algoma, Bro. W. R. Earle; Blind River, Bro. A. C. E. Lake, Bro. R. Tyner; Thessalon, Bro. J. Wagner; Bruce Mines, Bro. C. Carmichael; Desbarats, Bro. J. Lear; Echo Bay, Bro. J. Morrison; Garden River, Bro. W. Kellogg; Sault Ste. Marie, Ont., Bro. J. B. Way, agent, Bros. R. A. Cormack and E. Y. King, operators.

Bro. J. A. Hawkins, of Verner, has resumed duty after a two weeks' vacation, and Bro. R. W. Dickson, who relieved him, is now at Mackey, relieving Bro. W. Hawkins, who is taking his vacation.

Bro. J. F. Mara, operator at Mattawa, is away on vacation, and is being relieved by Operator Soules from S. S. Marie, Ont.

Bro. R. Tyner, of Dean Lake, has returned to work, after a rest of two weeks, and Bro. E. Y. King, who relieved him, is now working at S. S. Marie, Ont., as operator.

It is rumored that Bro. F. Eastman, of Chalk River, has tendered his resignation, owing to some trouble about a car that was routed wrong. We all hope that the error (if it was one) will be overlooked, and that Bro. Eastman will stay with us.

Both Christmas and New Year's days will have passed before this comes to the eyes of our brothers (lucky if the goat doesn't eat it on first sight), but I hope that they will all have spent a Merry Christmas and will have a happy and prosperous New Year, and that each and all will strive to bring our Order up to the highest pitch of perfection. When I look at the number of non-members on this Division, it strikes me that there has not been enough energy among our brothers in the past or this would not exist. We have from 10 to 15 non-members between Chalk River and "Soo," Ont., and I think that with a little more life among our brothers we ought to be able to reduce this number (if not altogether) at least to five or six.

CERT 977.

In Ontario:—

I notice a good deal of discussion at present in our journal in regard to express commission. We certainly do not receive sufficient remuneration for our services. I, for one, do a very slick little business. My total net revenue due the company for 1899 was \$2,000, while my commission amounted to \$115, and \$12 would more than cover charges for stationery. My share, I con-

sider, was certainly very small in comparison with the company's; 10 per cent would not be out of the way, and I understand some of the American companies pay this, and have strong competition, while our company has practically none. A good idea would be to place this in hands of our General Committee, and have them look into it. Our schedule could also stand revising in the way of a little increase in salary and improvement of some of the rules while times are booming. I would also like to see a General Chairman on salary, and have him devote all his time to the C. P. R. System. I have no doubt the Division would make more than this salary by keeping delinquents in line, as well as getting every man to join the Order. This would always find us thoroughly organized and prepared in case of emergency. From my own experience I have discovered that a personal interview is always best, as no agent or operator working on a scheduled road will have the gall to tell you to your face "I get no benefits." While going over this Division recently I spoke to one man who did not and never had belonged to our Order. The Secretary told me he had written him very often, but no go. I asked him very politely, "Why don't you be one of us boys?" "Why certainly I will join you; send me your forms." I said, "Can I depend on you?" "Certainly," he said. Another operator was confronted in same way. His reply was the same, and I think they will prove loyal. Same way with a number who were in arrears. Grievances could be settled much easier and in shorter time by having a good man take all grievances in a business-like manner. As things are at present the superintendent—well, he is going to be away for a few days; then he can't let you come to headquarters until Sundays. This probably means two weeks. Nothing less, anyway. This has been my own personal experience. Other organizations are talking of the same matter. If the above could be carried out, or something similar, I feel sure there would not be a non-member on the road. Wishing you all a happy and prosperous New Year.

GOAHEAD.

Pittsburg, Pa., Div. No. 52.

Perhaps the observations taken by an organizer may be of interest to the membership of Division No. 52 in particular, and the brethren in general. This consideration prompts me to submit the following:

After full six months' work in this territory there has been added to the membership fully two hundred. This has been brought about by the combined effort of members, officers and organizer. To-day 52 stands on record as the banner local Division. Too much credit cannot be given the efficient officers for their good work. The determined, steady and progressive march made by them has had much to do in bringing about such favorable conditions. Especial credit is due Secretary J. W. Barber. His unceasing work, prompt and timely action, guided by sound judgment, places him in the fore-front of Secretaries. (Our Grand

officers may do well in looking to their laurels.) In fact, Mr. Editor, "with one exception," during my long service in the field, I have not had the pleasure of transacting business with so thorough, competent, and all around capable Secretary as is Bro. Barber. This territory, Mr. Editor, is just opened up. At the session of the Grand Division in 1901, I would not be surprised should Division 52 be there, representing a loyal membership of one thousand. She is able to add 600 more by that time, "in my judgment."

This is Christmas morning, and because of some misunderstanding I'm prevented from being at home this day, that means so much to the family man. It is fitting that fathers, mothers and children be gathered around the parental fireside to meditate, converse and enjoy the wonderful blessings Jesus Christ has made possible for us to be partakers of. I desire to extend to the membership the compliments of the season. To the members and officers of 52 I offer my sincere and heartfelt thanks for their kindness, helpfulness and consideration during the period of my labors in their territory. Wishing you and yours, Mr. Editor, many returns of Christmas and happy New Years.

In S. O. and D.

J. H. DACRES.

B. & O. Notes:—

There has been so much shifting around among the operators on this Division lately that we are unable to say positively where any one but ourself can be found.

An office has been opened at Wilson, on the W. & P. Division, with Bro. Wallace in charge. His call is "SX," which in itself will make amends for any attractions the place may lack. If we had a call like that to back us we'd run for Congress. We are glad to see Bro. Wallace get a day job, as we understand he is engaged in poultry-raising near where the new tunnel is being put in, and on which work there are a number of colored gentlemen employed. Poultry, darkness and darkies is a combination that requires the presence of a watchman, a lantern and a dog, and we presume Bro. Wallace will spend a part of each night in the coops.

Another office at Thomas, on the W. & P., has been open several months, Opr. Davis in charge.

Bro. Landmore has been transferred from Port Perry to West Newton; Bro. Gruber from Finleyville to Pittsburg; Bro. Sanor from Versailles to McKeesport; Bro. Baird from Smithton to Morgantown; Bro. Lang from Port Perry to Smithton, and Bro. Wetzell from the night to the day trick at Finleyville.

Bro. J. W. Madore has been transferred from the agency at Scott Haven to the same position at Uniontown. The right man in the right place. John has a host of friends, and they all wish him the best of luck in his new position.

Operator S. R. Albright, formerly of McKeesport, nights, has accepted the position of day ticket agent at that place.

Bro. Schroll, leverman and operator at Marion Junction, and Bro. McCauley, night operator at

Glenwood, have traded jobs for a month or two. Bro. Schroll says he's after the mental, and Bro. McCauley the physical, exercise. Hope each will get what he's after. Personally, we are not looking for either kind.

All the boys were grieved to hear of the death of Operator C. B. Leach, which occurred Tuesday, December 26th. "CB" was well known on this road, on which he worked a number of years, and had many friends. He was always genial and obliging, and his untimely death is regretted by all.

Bro. Toms, who recently returned from the West, is working for the Postal in Pittsburg.

Bro. W. E. Judd, from Baltimore, is with the P. & L. E. Although Bro. Judd has only been with us a short time he has achieved an enviable position among the devoted followers of Munchausen. Some of his tales of hunting and fishing would do credit to a hoary-haired veteran at the business, and yet he informs us that he has only had about three years' experience as a sportsman, and only started lying a year ago this coming Easter. We prophesy a great future for him.

If any one else has been changed or exchanged, hired or fired, they will kindly step up and register.

EPHRIHAM.

A regular meeting of Pittsburg Division was held December 16th, with a large number of members on hand. President Konenkamp presided. One request for transfer from Bro. C. G. Ellison, of Division 44, was acted upon, and he was received in membership. The Secretary read 29 petitions for membership from the boys along the Pittsburg Division of Pennsylvania Railroad, who had all been initiated by Bro. Dacres. Several bills were ordered to be paid. The dues of two brothers were paid by the Division, three brothers going as security for the amounts until the brothers were able to remit, which would be in two months, they having met with misfortune, causing them to be unable to remit the amounts before December 31st.

Claim of Bro. Deshong for sick benefits read, four weeks in full, and the same was ordered paid. Bro. McManus was reported as improving. As was also Bro. W. C. Neal, who was in the West Pennsylvania Hospital. Bro. Klingensmith, of Mt. Washington, was also reported as being able to sit up. Bro. Burkett, of Duquesne, was reported sick, as was Bro. O. D. George, of East Brady.

Second Vice-President Taylor was present and gave the members an outline of the work that was being accomplished throughout the country, and congratulated the Division for the good work that Bro. Dacres was accomplishing in this vicinity.

Several old members were on hand, among whom were Bro. Doyle, of the P., V. & C., who had not been at meetings for so long a time that he was rather rusty on knowing how to get into the Division room. "Bob" used to be a regular attendant, but on account of being located so far from the city was compelled to forego the pleasure of meeting with the boys.

It is wonderful the work that Bro. Dacres has done on the Pennsylvania Railroad during the last three weeks, and what he will do before he leaves this territory. It has been such a long time since an organizer was on that road in this vicinity that the boys along that line did not know of the magnificent organization we had until Bro. Dacres went along and explained it in the business-like manner that he only can do. It is also a fact that the boys he is putting in on that road are men who are going to be stickers, not simply come in for six months and then be suspended for non-payment of dues, but will remain with us. As proof of this, our Treasurer, Bro. Hare, has received dues from several of those whom Bro. Dacres initiated in December, that have paid dues to end of the year and also remitted \$9 dues to December 31, 1900, or one year ahead. Since our last meeting we have added considerable names to our rolls, and before Dacres leaves us the chances are that the entire Pittsburg Division will be solid, the branches now being so, and from the good reports we have from those who have not allied themselves with us, we know that this prediction will come true. Several brothers along that Division have written our Treasurer, asking that the correspondent give them some notes from along the line, saying that they "eagerly scan the columns of THE TELEGRAPHER each month," and that the "nons" do likewise. If some of the members will take a few minutes' time and write the Secretary some notes from this road he will be able to give them a "good write up" and show the "nons" that we are not dead, but working. The Secretary advises your correspondent that he does not have enough details to give me that would make an interesting reading, therefore it behooves the boys to write them themselves and our correspondent will do the rest.

It is surprising the number of operators there are along the Pittsburg Division and its branches, and the kind of stuff they are made of. When we succeed in getting them all in line we will have a list of boys that will be able to make this Division the finest in the Order in every way. Since our Secretary sent out his semi-annual statement of dues on December 1st, that statement, as you know, showed 156 members added to our rolls; he tells me 96 members have been added to our rolls, and the major portion of them were from the Pennsylvania Railroad. Boys, help this matter along, and by thus doing you will assist our worthy Bro. Dacres, and succeed in making the line solid from Altoona to Pittsburg. You know this is the only Division of that great system east of Pittsburg that is weak, and, now that it is started, push the ball along.

The Secretary also wants the members along the road to know that, although he has sent them a statement of dues for the next six months, and many of them have just joined, that they have until the last day of February next in which to pay the amount named on the statement, before they become in arrears.

Bro. L. V. Lepley, of Layton Station, on the B. & O., was out skating with some young ladies

on the "Yough River" about Christmas time, and was unfortunate to break through the ice, but, thanks to Providence, he and his party escaped with only a severe wetting. We would suggest that he take a life preserver along with him the next time he goes skating on the river.

Bro. Ullery was confined to his bed with a very bad cold on Christmas Day, and was, therefore, unable to enjoy the festivities of that period.

Bro. F. D. A. Dunu, of Steubenville, on the Pan Handle, is now located in Denver, Colo.

Bro. S. J. Kelley, who has been organizing in the far West, is now located in Salt Lake City, Utah, for the present.

Bro. M. W. Lynch writes that he is permanently located at Staples, Minn., for the Northern Pacific.

We are sorry, indeed, to chronicle the death of our Bro. W. C. Neal, of the P., V. & C. R. R., at Homestead. Bro. Neal had been in the West Pennsylvania Hospital undergoing an operation since December 7th, and was seemingly improving, but on Christmas Day he suddenly dropped off, presumably from heart failure. We are deeply mourning his loss, as Walter was a boy that was well liked by all who knew him. He was buried at Harmarville, on the West Pennsylvania Division of Pennsylvania Railroad, December 27th. Our sympathies are extended to the bereaved family.

"JIMSY."

Baltimore, Div. No. 17.

November the 17th being the regular meeting night the Division was called to order by Bro. Finnan, P. C. T. After the opening ceremony, the roll call of officers found several absentees, which were filled by the chair. Minutes of the previous meeting were read and approved. There being a candidate in waiting who had only a limited time in order to return to duty, the regular order of business was suspended and the candidate initiated.

One application was received for membership and referred to the Investigating Committee.

A communication was read from our worthy Local Secretary and Treasurer, stating that on account of some personal matters requiring his attention he is obliged to tender his resignation as Secretary and Treasurer. Consideration of the matter was deferred until the next meeting.

It is to be generally regretted that B. O. Berry has found it necessary to take this step. As he has proven himself to be a most efficient official in conducting the affairs of the office, and it is to be hoped that he will yet reconsider the matter and continue to serve us. A committee was also appointed, consisting of Bros. Geise, Berry and Carvel, to arrange for a smoker and reception, to be held in January. This will be an open meeting and everybody will be welcome. Further announcements will appear in the Journal next month.

Bro. Finnan gave us one of his entertaining and instructive talks, and many other brothers followed, after which the Division closed at 11 p. m.

"BN."

NOTICE.

To All Members of Baltimore Division 17:—

Taking effect January 1, 1900, Bro. J. B. Finnan will assume the duties of Local Secretary and Treasurer of Div. 17, having been elected to fill my unexpired term. Commencing with the above date, remit dues and forward communications to Bro. Finnan, General Delivery, Baltimore, Md.

Yours in S. O. and D.,

C. H. BERRY,

Retiring Local Sec'y and Treas.

New York, Div. No. 44.

The first regular meeting of the month was held on December 8th, with a fair attendance, Local President P. H. Enright in the chair. In the absence of other officers, the vacancies were filled *pro tem.* as follows: First Vice-President, R. E. Enright; Second Vice-President, E. Aston; Past Local President, H. A. Kremp, and J. H. Dooley, acting sentinels.

The usual business formalities were performed in an approved manner, two new members were elected.

It was decided to change the night meetings to the first Wednesday of each month, instead of the second Friday, the day meetings to remain as heretofore.

The following new officers were unanimously elected to fill vacancies: First Local Vice-President, J. C. Major; Second Local Vice-President, Edw. Aston. J. H. Dooley was appointed Inside, and T. J. Stack Outside Sentinels.

Chairman P. H. Enright, of the B. of A., gave an interesting address relative to the workings of that Board. A classification of towers, based on the salaries thereof, was submitted by Supt. W. F. Potter, of the L. I. R. R. Co., and generally approved.

Chairman R. E. Enright, of the Initiation Committee, gave a complete and detailed report, which was heartily accepted. The new "goat" is all right. Meeting adjourned at 11 p. m.

The date of the second regular meeting found the weather so stormy it was almost impossible for any one to get out to the meeting, and no business of importance was undertaken by the few who did succeed in getting there by an extraordinary effort. However, we passed a pleasant hour in the cozy hall, relating railroad experiences, while the elements were furious outside.

Long Island R. R. Notes:—

Bro. Thos. P. Guilfoyle, the jovial and literary towerman at Floral Park, was granted a two weeks' vacation, commencing December 23d.

Bro. Arthur Best is now located at Westbury Station.

Bro. F. W. Quinlavin is the agent at Water Mill, and is one of the new recruits.

Bro. J. H. Loving, transferred to the day position at Whitepot.

Bro. Alvah Bailey, transferred to Corona Tower, nights.

Bro. H. E. Regensburg is spending his vacation at Egg Harbor, N. J.

Bro. Dean, of Hillsgrove, R. I., spent part of his vacation renewing old acquaintances in the vicinity of Brooklyn.

Bro. P. A. Calloway, formerly a towerman on this road, accompanied by Bro. Gerry, of Elizabeth, N. J., were calling on L. I. City friends recently.

The present indications foretell of a "solid" L. I. R. R. system in the near future. It's a good thing. Push it along.

Bro. L. S. Brown spent Xmas with his parents at St. James, L. I.

Mr. W. Worth Dyer, transferred to New York Avenue tower, nights.

The winter schedule of the L. I. R. R. took effect December 24th, with a few changes in the passenger service. Freight business is unusually heavy at this season.

Bros. H. E. Place and H. O. Easton, having lived on the fat of the land of Queens, L. I., until their avoirdupois has reached alarming proportions, have condescended to again mingle with the skinny "rails" of L. I. City. Pleased to see you back.

The annual ball of the "Now or Never" Lodge No. 517, B. R. T., will be held at Brotherhood Hall, corner East avenue and Third street, L. I. City, February 14th, and promises to be a very elaborate affair. Secure your tickets early.

We extend our sympathy to Bro. L. I. Bast, of Glendale, whose wife is suffering a severe illness. We are pleased to report, however, that she is convalescing at the home of her parents in Kutztown, Pa.

A number of Brothers from other Divisions have recently helped to swell our ranks by transferring to Division No. 44, including Bros. Curtis and Elwell, of Philadelphia Division No. 30, Bro. Murphy, of Newark Division No. 118, and two Brothers Grove, of Division 14.

Division No. 44 has a fair sprinkling of members on the Manhattan "L," who are generally in attendance at the meetings. Bro. Noon improves every opportunity, and Bro. Booth finds it convenient to stop over on his way to Richmond Hill, whither he betakes himself of a Sunday, presumably for the same purpose that Bro. Conklin has moved his personal effects to Maspeth, L. I. Good luck to you, boys.

Again we ask members on the East End to send us news items, as our notes are confined too much to one locality, and we want to hear from you. Get them to me before the close of each month.

Bro. J. J. Egan has secured a lucrative position with the Staten Island Ry. Co.

Bro. A. V. Caldwell, formerly of the L. I., is now attending college at Pittsburg, Pa. Success to you, C.

Bro. J. J. Fox holds down Jamaica air tower, nights.

Bro. G. L. Hawkins, agent at Woodside, is spending a month's vacation with relatives and friends at his former home in Illinois.

Bro. C. D. Cummings has returned from his vacation, and reports a very enjoyable time. He is rather reticent, however, as to his hunting exploits, and we are unable to say if he bagged anything but the knees of his hunting trousers.

At Carleton Avenue tower we find Bros. W. O. Jackson and A. J. Wood; at East New York, Bros. P. H. Enright and R. M. Meaney; at Woodhaven Jct., Bros. J. P. McCauley and J. Wilkins, and at Morris Park Shops, Bros. Edw. Aston and J. Hewlett.

Our enterprising Bros. T. R. Higgins and W. E. McAndrews are hustling business in Jersey City.

According to Bro. Guilfoyle, Bro. E. V. Willis, of West Floral Park, is quite an adept at photography. "It was a 'good picture,'" says Tom.

Bro. A. L. Marsh, agent at Lindenhurst, makes it a point to attend every meeting.

Bro. J. C. Major, relief towerman, is doing some excellent work among the non-members, and is booming the Order.

Bro. O. H. Hudson, of Glendale Jct., is enjoying a two weeks' vacation at his home in Pennsylvania.

Bro. W. F. Enturistle, of New York Ave. tower, finds it very convenient to board in Jamaica. Judging by the photo, we can't blame him, and she is well trained, too—never looks toward the tower when he is away.

Bro. F. Combs, at Hempstead Crossing, says "Boys, let the good work go on."

Bro. H. H. Ayers is still holding down Valley Stream, and always on hand to accommodate the people.

Bro. E. C. D. Combs, at Lynbrook, generally hurries westward on his good old relief days. Jean, what are they worth in Jersey?

Bro. J. C. Major's little son, Horace, has been very ill, but is better at the present writing.

Bro. A. Abrams is at Lynbrook, nights. They always have a good word for him, he is so polite and obliging to raise the gates.

The morning of the 16th invariably finds Bro. "VN," your humble servant, hieing himself toward the "City of Brotherly Love," on his monthly business (?) trip. A union printer will have the job of printing the invitations. All members of Division 44 will be invited.

Mr. J. Thompson, of the dispatcher's office, is spending his annual vacation with his many friends and relatives in Sullivan Co., Pa.

Once in a great while we hear faint tidings of Bro. J. H. Happersett, "by the sad sea waves," at Hammel's Junction.

Bro. C. M. Phillips, formerly agent at West Hampton, has secured a more lucrative position in Cuba, and sails for that country January 6, 1900. Through the columns of THE TELEGRAPHER, we all unite in wishing Bro. Phillips a safe voyage and lots of success in his new field.

Bro. L—thinks Jamaica the only place for a good time, providing your shoes are properly polished, and there is a plentiful supply of lemonade, cider, and cake, and you are in "good" company. He undoubtedly enjoyed himself, by the fol-

lowing quotation: "I am very thankful to you, Mr. and Mrs. H—, for the right smart time I've had this evening."

We'll not attempt a description of his night man, Bro. G—'s thoughts, further than that he did think long and hard next morning, on an empty stomach, of the advisability of a new train schedule for the convenience of Bro. L— and the bootblack.

The quiet town of Cutchogue finds Bros. G. C. Morrell and J. S. Griffin handling the ticket office and general store, respectively.

Sister Irene M. Webb and Bros. J. H. Rogers and F. F. Schwartz represent Division 44 at Patchogue, L. I.

Sister Kate Hammond is still located at Oyster Bay.

We congratulate Bro. H. W. Grassmyer on the success of his neat little periodical, the *Young American Magazine*, published at Corona, L. I.

At Woodside Junction we hear at night Bros. F. H. Loree and E. A. Eastwood, as steady as clockwork. The "junction on the meadows" needs a little O. R. T. spirit during the long winter hours.

Before these notes reach you we will have passed out of a very successful year for our Division, and entered well into a new year, which promises to be even more prosperous than the former. Wishing you all a very happy New Year, I am

Yours in S. O. and D.,

J. HERMAN VAN LOON,
Division Correspondent

On December 31st our worthy President received the annual compliment from his associate penocule players, in the shape of a very artistic leather medal, in recognition of his ability as the "poorest player in the world." The medal was presented in the presence of the club members by Bro. Jim Wilson ("the hero of the loops"), who stated that Bro. P. H. Enright had won the medal for the seventeenth consecutive time. It is said that our worthy President intends to reciprocate in the way of a banquet to the club members at an early date.

H. A. Wkfrhis, q tztvzi hr Ezu Xhig Sfofafhe Eh. 44., He Szv. 9" 1899. Lkzqszs bnfxmx hr qaaqnm fe mdz mdfis szbizz hez L. C. Dhlgea, qes uqa azemzewzs mh afp themda ftlifahetzem fe mdz kheb fakqes wfm x cqlf.

Through the columns of THE TELEGRAPHER, I beg to thank all members of New York Division No. 44, who so generously contributed towards detraining the expenses of Bro. O. S. Clifford, and also to the members of other Divisions, as follows: W. A. Clifford, Thelma, Ind.; N. H. Bullock, Lucedale, Miss.; F. W. Vouker, Arnold Mills, R. I.; J. W. Kimmel, Jewett, O.; W. A. Mims, Bracken P. O., Davenport, Tex.; J. R. Wilson, Capeville, Tex.; H. F. Martin, Hay Springs, Neb.; W. H. Stamland, Grassies, Ont.; B. A. Hudon, Edgerton Jct., Mo.; C. M. Temple, Logan, Mont.; J. E. Marvell, West Wareham, Mass.; W. M. Peterson, Conejio, Cal.; C. W. Mullenhauer, Selkerk, Kan.;

J. H. Knight, Reucan, Dana Ana Co., N. M.; L. G. LeMaster, Jewett, O.; A. O. Hack, Halbrook, O. T.; F. F. Small, Dover, N. H.; W. G. Lynch, Butler, Mont.; J. H. Ford, Marshalltown, Ia.; J. C. Miller, Mountville, Mass.; A. G. Landry, Saginaw, Mich.; C. E. McQuire, Maddison Mill, O.; J. E. Shall, Lucesco, Pa.

Yours in S. O. and D.,

J. F. HINTERLEITER.

Philadelphia, Pa., Division No. 30.

A. D. 1900 was ushered in by Philadelphians with the usual enthusiasm of which they are characteristic. Independence Square and vicinity was a surging mass of humanity awaiting the news told by the great bell of the old State House clock, the birth of the successor to Father Time. The New Year's "shooters" started to celebrate in the early morn in a chilly but harmless snowfall. They were to be found in the streets all day gaily marching along, some in rather gaudy attire, others in the most comical and ridiculous, and again with dignity, and others in the most costly gowns. Prizes are given by the business men of the city to the clubs making the best appearance; for instance, the most original, comical, and those of the finest costumes. In making resolutions for the new year, have you provided for an early "up-to-date?" Remember, you get one of the new O. R. T. pins without additional cost with your new card. Pay your \$4 50 now, which squares you in full to June 30th, this giving you everything in the Order proper. Wm. Penn Lodge 172, of the B. of R. T., of Reading, Pa., gave their first annual ball in that city at Excelsior Hall on Wednesday evening, December 27th, last, and their success went beyond expectation. The event was opened by a grand street parade, and accompanied by two bands of music. This is a new move in that direction (particularly in the labor world), and in Reading, too, and was exploded like a thunderbolt on their citizens, and with the desired effect. From twelve to fifteen hundred people assembled at the ball room and took part in the event. Visiting members were present from many points. A delegation of O. R. T. boys, from Philadelphia, left Broad Street Station on the 7:33 p. m. train, and got to the ball room just in time to miss the grand march, which took place at 9 p. m. About eighteen of our boys were present, fifteen coming from Philadelphia. After the ball, which was over at 2:30, the Twelfth Ward Republican Club was thrown open to the visitors, where lunch and refreshments were served, and remained until train time; that returned us to our home at 5 a. m. The gentlemen of the club are worthy of our highest praise for the generous manner in which they entertained their guests. Speck-making was a feature of this little family affair, and over thirty were present. A more sociable and orderly class of people could not be met than those who attended that Reading ball. The committee in charge deserve the highest praise for the manner in which they conducted the affair throughout. Much disappointment was experienced through the absence

of Bro. J. Bottomley, of Lodge 149, of Philadelphia, who was billed master of ceremonies. Sick-ness deterred Bro. B—— from being present, and, consequently, the grand march was led in beautiful form by that old vet., Bro. A. J. McGuire, and lady, Mrs. McGuire, and Andrew, Jr., was also present. Bro. Hartman, of No. 30, had charge of the cloak room temporarily, and upon arrival of the Quaker City delegation he was released. Harry appears to be well known, and seems to be a general favorite among the boys. He has a smile for everybody, and, by the way, he knows how to dance, too. Many compliments were showered upon him by his fellow-citizens. A feature on the programme which is new and up to date was the invitations gotten up by Bro. A. J. McGuire. The same was arranged *fac-simile* to that of a No. 31 train order, and had a very original appearance indeed, and was made *complete* in every detail. This "order" was in great demand, and the supply soon evaporated. A "flashlight" of some of the visitors was had, and the report terrorized Reading in that vicinity. Speech-making and "hoorah" was indulged in to their hearts' content by the B. of R. T. and O. R. T. The O. R. T. visitors were presented with a box of genuine B. of R. T. cigars (the same a special B. of R. T. brand for this occasion), some being given to Bro. P. D. Sell, that the Philadelphia boys may smoke on them at the next meeting of Division. Bro. Sell was presented with a beautiful badge as an expression of appreciation and existing good feeling between the O. R. T. and B. of R. T. members hereabouts by Bro. McGuire, the grand conductor. The programme is of an artistic design, has an attractive appearance, and its general "get-up" can't be beat. The committee are as follows:

A. J. McGuire, Grand Conductor; M. J. McGrann, Assistant Grand Conductor.

Committee of Arrangements—H. I. Siedel, Chas. W. Krick, H. Gift, John C. Frees, Matt Resch.

Master of Ceremonies—James Bottomley, Quaker City Lodge 149, Philadelphia, Pa., and many others too numerous to mention at this time, and all of whom did noble work.

Rumor has it that a cab was brought into service "after the ball," but it must be understood if such was the case that no false impression must be left. The evidence in the case, already taken, positively takes a negative form, and, consequently, Mr. I. Rubber will again have a stretching time. Ask "DR" or "JO;" they'll tell the truth. Well, we better "cut out" or the editor won't do a thing right here. Last month he "cut a pigeon wing;" this time, look out.

P. T. Div.—P. R. R. Notes:

The Philadelphia Terminal Division takes the place in name of former D. E. & K. Division. The change was made a couple of months ago, and same territory is embraced, including all of Broad Street Station. Heretofore a part of that establishment was under control of General Agent, but everything now comes under our present Superintendent, Mr. D. H. Lovell.

A gorgeous Christmas tree during the holidays adorned a window in the electricians' quarters, at

Broad Street Station. It was conspicuous in beauty to the eyes of the traveling public in and out over the elevated. Numerous electric lights shone brilliantly on some, and any "failures" in the "current" was promptly responded to by Bro. R. H. Conway, in charge by day, and Bro. S. Trowdy, in charge by night. A new tower will replace the old one now at South Street Station, and all mechanical levers will be replaced by the electric pneumatic system, similar to that of all others on the P. T. Division. This point is the crossing of the P. W. & B. and Baltimore Central Divisions, and enormous improvements will be wrought by the change. Bro. R. H. Conway will have charge of construction, soon to begin.

From now on, all P. R. R. dining and parlor car service, and as soon as practicable, will be replaced by that of the Pullman car. The P. R. R. pension list is now the all-absorbing topic of the day. The New York Division, so far, appears to be highest on the list for retirement. Some 102 now appear, and all the other Divisions vary as low down as about 30. Retirements took place beginning January 1st.

Division No. 4, at its last Sunday meeting, took a final vote on change of meeting place and meetings. West Philadelphia was their former home. They will meet new just around the corner from Division No. 30. The Sunday meetings have been abolished, and arrangements made equalizing time of meeting of the two Divisions, 4 and 30. No. 4 now meets at Odd Fellows' Temple, first Saturday evening (only) at 8 p. m., on fifth floor, room A, Broad and Cherry. They will now have more commodious quarters and more convenient from all points on the P. R. R., B. & O. and P. & R. This change is considered beneficial, from an organization point of view.

Bro. Andrew Wills, of Division 4 (electrician "D"), has been laid up for some weeks in a serious way, but it is hoped he will soon recover.

Bro. Wm. Wilson, Division 4 (electrician "N" tower), has also been under the weather for a number of weeks, but is now on the way to recovery. Lately he had a severe attack of jaundice.

And until further notice, the levermen have been restored to "K" tower. It is hoped the move will be permanent. The operators and levermen, too, will be delighted.

Bro. M. J. Maloney, a former leverman, is now "posting" at "N" tower.

Bro. A. P. Stevens (No. 4) pleads guilty of holding down the last trick train dispatcher's office, and Bro. Strickling (No. 4) assists.

Bro. J. A. Donchue, of "S," is taking a short vacation, while all the other boys are working hard.

Bros. I. F. G. and W. E. H. just returned from their vacation "over Christmas" to talk about luck.

Dan Dickinson, agent Powelton Avenue Station, is recovering (account fractured limb) sufficiently to move about hospital ward in roller chair. Dan's return to duty is anxiously looked for.

Bro. Simpson, No. 118, recently paid his respects to the boys in "A" tower.

W. J. & S. R. R. Notes:—

The Atlantic City Division will soon be in operation over a brand new bed of stone ballast. This move has been long talked of, and has at last got down to facts. Rapid headway has already been made, and before the summer season the Division will be completed.

Bros. J. H. S. and R. E. H. have at last won their long looked for vacation. We are sure they enjoyed it.

Bro. J. M. C. traveled all that distance to be present at our last. Ask him how he liked it. His smile helped along the proceedings. All our new brothers thereabouts will try and remember the third Friday; always something new.

The Cape May Division, too, is doing well. You boys all will try and take an interest in this "little book" of ours. Choose some one from your midst to write up the "notes" on your respective Divisions, and forward direct, or to your Division Correspondent (you know his address) not later than last day of month, or before, if possible.

A box of B. of R. T. cigars is to be smoked at January meeting. If you get Journal in time, come and hear all about it.

Bro. Seibert has been promoted to Twenty-fourth and Chestnut Street Depot. Bro. Whitley takes his place at East Side.

B. & O. R. R. (Philadelphia Division):—

Brothers, look on page 1018 of the December number of our worthy Journal. See there what Bourke Cochran said. This learned gentleman knows what he is talking about; that it is the truth, is unquestionable. It has happened on this B. & O. Railroad that officials have asked employees in the telegraph service: "Why are you not an Order man?" And have said to the same parties, "You ought to be, if you ain't." Can it be possible now, after such things are positively known to be true, that we have still "nons" on the road? "Line up, boys." Common sense ought to teach you that it is to your own and families' interest. Look around for a little information from your sister organizations, and you will find out that they are lining up in numbers running in the hundreds, and if you don't know the reason you should not be working on the road. Men whom I have heard swear about a year ago that these railroad labor organizations were no good, or nothing but money machines, are to-day staunch trainmen and conductors of the proper stripe, and those of you telegraphers who have not yet seen fit to join hands with your fellow-workers, let me tell you it is high time that you open your eyes. You are neglecting your own welfare.

Bro. Jones has thrown up the helm at Race street, and is now holding down Twenty-fifth street, catching there half-day work.

Giving a few notes of the happenings on the Division, we must mention here the death of Mrs. B. K. Swarr, wife of our good Bro. Swarr, who is located at Locust street lever tower. Mrs. Swarr died of typhoid pneumonia, leaving her husband with two little children. Bro. Swarr has the sym-

pathies of Division 30 and all his friends hereabouts.

At Twenty-fourth and Chestnut streets is a newcomer, which is "D1" dispatcher's office, formerly located in Wilmington, Del. Glad to have them with us; guess they found out our city is O. K. Our new Division operator is going the rounds straightening out matters, and we find him gentlemanly in every respect. He is new, and no doubt has many things to learn, like ourselves, but from present indications, his career on this Division may end successfully. This is the hope of all the telegraphers on his Division. He has met us all with a glad and helpful hand, and my advice is to every brother, at least, to treat him with every respect, as he has shown himself worthy.

Brothers, don't forget your meeting place, and date of meeting, and attend. There is always something of interest to learn there. Whoever of you who was not present at the December meeting certainly missed a grand treat.

B. of R. T. cigars for January 19th, p. m. Will our boys never get done talking about that great B. of R. T. ball at Reading last month? But's all "over."
E. T. S.

The last meeting of December 30 was indeed a charmer. About forty brothers registered their names on the December page. The chairs filled as follows, in regular order: Bros. Hughes, Maxwell, Marrsell-Hutton, Wilson, Neipling, and H. D. Sell, respectively, President, Secretary, P. P., First Vice-President, Second Vice-President, Marshal, I. S. and O. S. Among visitors present were Bros. Austin, of 118; Hiller, Frazier, Kerns, McConnell, I. F. Gill, and Conway, of Division No. 4.

Seven candidates out of the eighteen balloted for appeared for initiation. Some of this number have been obligated and admitted to membership, and a Brother delegated to take care of the remaining number who were unable to be present. It was found necessary to modify ceremony to a considerable extent, owing to pressure of business.

Bro. J. P. Simon, transfer, passed upon admitting the Brother to Division 30, from Division 58.

Bro. W. H. Elwell, transfer to Division No. 44, granted.

Bro. C. G. Curtis, transfer to Division No. 44, granted.

Communication in reference to B. & O. schedule taken up. Bills and expenses for past month, \$30.40.

A committee of Chambers Bros'. strikers, appeal answered with a fair substantial aid (also Division No. 4 responded generously at their last meeting in December).

At 10:30 meeting adjourned, and all present retired to another room, and enjoyed a sumptuous repast. Everything in season was upon the cover, even to a full-up keg of Bucks Co. cider. Bro. O'Hara, No. 4, furnished the music, and singing and dancing was slightly indulged in. Bro. O'H. is an expert on the piano and violin. All retired happy at 12.

Yours in S. O. and D.,

DIVISION CORRESPONDENT.

Erle Railway System, Division 42.*Susquehanna Division:—*

(Commonly known as the "Swale.")

The work of organizing this Division was commenced July 22, 1899, and owing to great difficulties progressed slowly. At first the boys were rather distrustful as to the soundness of the Order, and many of them feared that they would incur the displeasure of the officials in showing themselves ready to undertake such a departure. But our present success is due solely to a few of the more bold and resolute men who, by their brave example, succeeded not only in securing the sanction, but even the encouragement of the officials; thus the more timid men were brought into line, and now I think that a short time will see the Susquehanna Division a solid square of O. R. T. men.

If the other Divisions east of Salamanca expect to get anywhere near us in the O. R. T. movement, we think that it behooves them to get on the quick march, as we are going forward at a pace that exceeds our most sanguine expectations. Now, then, boys, let every individual be an organizer; let us button-hole every "non;" stick to him, talk to him, and don't let up on him until he is an O. R. T. man.

DIVISION NOTES.

At Canisteo, we find Mr. Brazee, days, who always greets the boys with a smiling face.

Mr. Nichols handles the night shift at the same place. Mr. Nichols, we understand, has had an increase in his family recently, an eight-pound girl. How is it? As yet we have seen no smokes. Of course, we all smoke.

In the quiet town of Adrian, we find Bro. Jackson, days, and Bro. Carpenter, nights.

Bros. Peck and Johnson hammer the brass at "UJ," the little tower between the hills. I would like to ask Bro. Johnson if he has decreased any in avoirdupois; if not, I fear the tailor will have to charge him extra. Did you get that new tape measure yet? Bro. Johnson has just returned from visiting friends in Hornellsville. Bro. Grant Chase did the "owl act" in Bro. Johnson's place.

Bro. Peck and family expect to spend Christmas with his father, of Elmira, and Bro. Chase is to officiate in his place during his absence.

Mr. Harry Owens, the day man at Cameron, is soon to be with us. Bro. E. O. Owens, the night man, handles the levers at that important station.

At "UO," Mr. C. E. Reilley, day man, whom we expect soon to join our ranks. Bro. Bowyer does the "owl act" there, nights. We understand Bro. Bowyer has been taking a little vacation, while his place was filled by Mr. C. R. Cole.

Mr. Barnes, better known as "Sunfish," works the day trick, with Bro. Bonnell, nights, at "QZ." Bro. Bonnell often has the cold chills going up his back while he listens to the wild cats and big owls crying in and around his immediate neighborhood. We would advise you to buy a gatling gun.

At Corning Depot, Mr. Beach, manager, and Mr. Franz, operator, days, while Bro. Linderman does the "owl act."

At Erwins, Mr. Ginnane, days, who will be with us the first of the New Year. Mr. Hemstraught slings the lightning at night, who we hope to have with us in the near future.

Mr. Ray, at Addison, is taking life easy, acquiring muscle handling the gates. The night job at this place is vacant at present. We understand that Mr. Wood, formerly of "ZY" tower, is to have it.

Mr. Corry, at Painted Post, days, and Bro. Dee, who is a great favorite with the girls at this place, swings the levers at night. Dee, so the story goes, was down to Elmira recently and got on a caboose to ride home. He fell asleep and did not wake up until after train had left Painted Post. It was still dark, and he asked the brakeman where he was. The brakeman replied: "We just passed 'UO.'" Dee was very mad. To get him in good humor again, they gave him a cup of coffee; they passed him the milk, and he started to pour into his coffee, but it did not come out of the can as he thought it should. The milk was "condensed milk." He did not get onto himself until they gave him the laugh. He then said: "I guess, boys, you think I am a 'rube.'"

At "AQ," the N. Y. C. & H. R. R. crossing is handled by Messrs. Ackerman and Sherman.

At "FD" we find Mr. Tubbs doing business in the freight house at Corning, days, and Bro. Ripley, nights. Bro. Ripley, who does not have to ring bells improves the time by flooding the "nons" with O. R. T. literature.

"RX" tower is handled by Mr. Kelliher, days. We hope to have him in our ranks before another pay day. By the way, how about that tape measure? I think Bro. Johnson, from "UJ," can help you out on that deal. Bro. F. M. Kelly is holding down the "owl trick" at this place. Bro. Kelly is one of the swiftest men on the line.

Bro. T. J. Ryan, at "FG," days, and Bro. Donnelly, nights. Bro. Donnelly pays frequent visits to Corning, but expects in the near future to have the visits stopped by her removal to Big Flats.

At "XU," known as "Sing Sing," we find Bro. Knickerbocker, days, with Bro. G. W. Doane handling the key at night.

At "GJ," Mr. J. L. Ryan, the day man, enlivens the monotony by selections on his violin. Mr. Murphy, the night man, has been paying attention to a fair damsel of Big Flats for some time past. She has gently whispered "Yes," and consequently he is looking for a house in Horseheads.

At "VO" we find Bro. King, days, the fat and happy King. How is "Maud?" Bro. Malloy, the night man, does not have the same chance to see the girls, as during the summer months, when the park was opened.

Next we strike Elmira "RA" office, where we find Messrs. Harrington, Dickey, and Varian, all "nons." "RF," the dispatcher's office, is also full of them. Mr. Walker, first trick dispatcher; Mr. Fahy, second trick, and Mr. Williams, third trick. Messrs. Vanwagoner, Smith, and Coleman, assistant dispatchers; Messrs. Cronin, Steele, Pickley, Haight, and Billings, operators. I wonder if

"Josh" Billings remembers the days when he ran the "merry-go-round." "Come along, boys and girls; half a dozen can ride as well as one; only a nickel for a ride. Come along! come along!" I wonder what kind of a hand he holds nowadays.

At "JF" we have Bro. Garber, who is one of our best members, while Mr. Rising handles the levers at night. They work two weeks about.

At "MJ," Mr. E. I. Kelly, days, and Bro. Hesser, who slings lightning at night. Say, Ernest, are you and your lady friend reconciled yet?

At Wellsburg we find Mr. Thompson, days, and Bro. Joe Ambrose, nights. Bro. Ambrose is one of our staunchest members.

At Chemung, Bro. Hill does the day trick, while Mr. Spring, formerly from "ZY," nights, officiates nights. When are you going to tie that knot? We are all waiting for a good smoke.

At "JD," Mr. Havens, days, and Mr. Davis, nights. We understand Mr. Davis is contemplating joining our ranks in the near future.

At Waverley, we have Bro. Fred L. Kelley, who is one of our staunchest members, and is an all-around hustler. We understand Bro. Kelley is a great hunter, and a dead shot always; never fails to bring home some kind of game. At the same station we have Bro. Dickerson, nights. How about that trip you are going to take?

At "XY" Bro. Ira Brooks, days, who is another famous hunter. Bro. Vincent holds it down nights.

At "BT" Mr. Johnson, days, and Mr. J. B. Doane, nights. We understand they are both seriously thinking of joining our ranks in the near future.

At Smithboro, Mr. Nichols, days, and Mr. Bellis, nights.

At "QJ," Mr. Brooks, days. I would advise you to follow your brother's example, and fall in line. Bro. Connell, who does the "owl act" at same place, is endeavoring to invent some apparatus to wake up the operators when they fall asleep, as he would like to try one himself.

At Owego, Mr. Bowman, days, and Bro. Baird, nights. Bro. Baird, who is our chairman, is a competent man for the place. Get after your day man, Leon, and do your best; also keep an eye on "QJ."

At Campville, Mr. Wickson, days, and Bro. Kinzie, nights.

At "KZ," Bro. Whitney, days. I understand Bro. Whitney spent his Christmas at home, eating turkey. "Nate" is O. R. T. from head to foot, and whenever he strikes a "non" that does not believe, he proceeds to make life miserable for them. Bro. Downey, who does the owl trick at same place, took a short vacation, spending some of his time taking in sights and the show at the Opera House in the "Parlor City." Bro. Conlon, from Owego, officiated in his place during his absence.

At Union we have Bro. Lumley, who is another rank O. R. T. man. Look out for him, especially the "nons." He will surely convict you, if he gets a show.

At Hooper we find Miss Nora Conner, who we hope to have with us in the near future.

At "QP," Mr. Evans, days, who is soon to be with us. Mr. Robinson, nights, will also be one of our members soon.

At "JB," Mr. Francis, days, and Bro. Shaughnessy, nights. We quite frequently notice "KS" walking up and down Court street, all dressed up and cutting quite a figure amongst the "Parlor City" girls.

At Binghamton we have the ever faithful Mr. Brown, manager, with Mr. Healey, operator, and Bro. Dreisbach, who work two weeks about. Bro. Dreisbach, who is our Local Secretary and Treasurer, is a hustler and a zealous worker, who can't be beat. The number of men he has succeeded in bringing into line is visible evidence that no better man could be secured for the place. How about that little trip to Hooper? "HY," did you succeed in making a sister of her?

At "BD" we have Bros. Hart and Elston, who also work two weeks about. They, too, are amongst our hardest workers for our cause.

At Langdon's, Bro. Shannon, days, and Mr. Covert, nights.

At "GY," Mr. Sheldon, days, who we are figuring on to become one of us soon. Bro. Hemstraught does the owl act at this place.

At Great Bend, Mr. Sheedy, days, and Bro. Bartley hammers the key at night.

We are told that "DX" is soon to become a benedict. By the way, how is Miss G——? Those trips to Hornellsville are not for nothing, I am sure.

At "HQ" we have two all-around O. R. T. men, and they are the two Creagh Brothers.

At "SR," Bro. Worster, days. "W." is doing all possible for our cause. We hope you will keep at your night man until you succeed in landing him. Mr. Lyons handles the levers and pounds brass at the same place, nights.

At "SQ" we have Mr. Smith, days, and Bro. Palmer doing the owl act. Say, "F," why don't you get married and settle down? If you keep on going to Binghamton to see Miss S—— the old lady will soon ask you to replace the door sill you have worn out during the past seven or eight years "spooning her daughter."

At "SG," Messrs. Dunn and Callahan, whom we hope to add to our ranks in the near future.

At Susquehanna we have Mr. Welch, manager, with Messrs. Rockefeller and White, operators, who we also expect to call brothers soon. Mr. Rockefeller would have been with us before now, but he just got married recently, and, of course, that means that the Mrs. needs attention before the O. R. T. We all wish you a happy and prosperous life, and hope and trust you may not forget the O. R. T. in the near future.

Of the extra men, we have Bro. Beatty, who lives at Canisteo. Bro. Chase, at Cameron; Bro. Marbie, at Big Flats.

Foremost among the extra men at Elmira comes Bro. Danaher, who is termed by all the boys along the line as the "Chauncy Olcott" of the Erie. Bro. Danaher often catches the extra work in the lonesome towers, but he soon dispels the gloom with

a cheerful sound. He is one of our staunchest members, and leaves no ground uncovered when he happens to run across a "non," but proceeds to bombard them with O. R. T. facts. We also understand "J" is quite a favorite amongst the "fair sex." How is that, "Jim"? At a meeting of "extra operators" recently it is claimed Bro. Danaher entertained them by singing "Wait Till Summer Comes Again" for work. Associated with him in the same city are the genial extra men, Bros. Collins, Sullivan, and Cronin. Mr. Kinney, at Barton, who we expect will be with us soon. Mr. Cole is also stationed at Barton. Mr. Tribe, at Tioga Center, who will be with us by the first of the new year.

Bro. Conlon lives at Oswego. Bro. Branch, at Campville, and Bro. Tiffany does the extra work around Susquehanna. I understand Bro. Tiffany visits the "Parlor City" frequently, too. How is Dolly?

Bro. Danaher worked at "VO" during the last ten days of December, while Bro. King was spending the holidays at his home in Barton and visiting with Miss Maud in Waverly.

Mr. Wood, night operator at Addison, is taking a little vacation, while Bro. Dee is filling his place.

Bro. Worster, from "SR," his son and wife are spending Christmas in Waverly. Mr. Lyons is officiating for him during his absence, while Mr. Tribe, from Tioga Center, is filling Mr. Lyons' place, nights. We understand Bro. Worster and Bro. Fred L. Kelley went to Reniff on a two days' hunt, and they expect to return with all kinds of game. If Bro. Kelley ever gets sight of anything, he is sure to hit it.

Mr. Dunn was off for the past five weeks, settling up his father's estate in Lordville, N. Y., while Bro. Palmer worked in his place during his absence.

Mr. Callahan was absent for a few days recently on account of his mother's serious illness.

Mr. Lyons, of "SR," spent a week in Cleveland, O., claiming he had gone there to visit his brother. Wonder if he hasn't got a "sweetheart" out there? How about it, "Joe"?

H. A. DREISBACH,
Division Correspondent.

Santa Fe Route.

Southern Kansas Division:—

Not having seen anything in our valuable Journal from this Division for some time, if you will kindly allow us a little space, will endeavor to note a few changes.

Bro. Wilson, of Garnett, is off for a few days, being relieved by Bro. Wood, late of Mo. Pac. Ry.

Bro. Shaffer, transferred from Cerryvale, nights, to Burlington, days, relieving Bro. Brewer, who goes to Gridley as agent.

Bro. Crahan, of Burlington, appointed regular relief agent, being relieved by Bro. McKinley, of Gridley.

Bro. Bidwell, transferred from Richmond, nights, to Collinsville, days, being relieved at Richmond by Bro. Tharnbery.

Bro. Derington has been appointed regular agent at Hamilton.

Bro. Dyer, of Neosho Falls, and Bro. Lange, of Colony, have exchanged agencies.

Bro. Flaherty, of Frisco, relieved Bro. Painter at Winfield a few days, thence going to Independence to relieve Bro. Chandler, who is off on account of sickness.

We are sorry to note we have few "nons" left, but there are not many; most of them are old members, and several are drawing from \$3 to \$5 increase per month since last April, yet, are (too poor) to protect their rights.

As we have made a start, would like to see a regular Division correspondent appointed, and all members take an interest in the welfare of our Order.

Yours in S. O. and D.,

CERTS. 442 AND 779.

P. E. Island Railway.

Bro. McMahon has returned from a visit to Moosehead, Me., where his son has secured a position with the C. P. Ry.

Bros. Hogan and Douglass visited Rollo Bay some weeks ago, and as a consequence the bottom has fallen out of the mutton market.

We understand that our secretary, Bro. Muncey, intends enlisting in the Second Royal Canadian Regulars for service in South Africa. Bro. Muncey has already seen active service in connection with quelling the mutiny aboard the steamship *Alamedia*.

Three branches of the Railroad Trackmen have been organized along the Island Railway by Organizer McPherson, of Nova Scotia. We understand each lodge has upwards of forty members. The Trackmen are welcomed to the ranks of organized labor.

Our regular meeting of the 21st inst. was a record breaker. A good attendance, and not adjourned until 2 a. m.

Bro. Campbell addressed the meeting at some length on the unpleasantness in South Africa.

We enjoyed a visit from Bros. S. C. Charters A. Dunn, M. McCarron, and S. Scribner, of Monitor Division, on the 27th of November. We trust they will "call again" in the near future.

Charlottetown Division 47 entertained their visiting brethren of the I. C. R. to an oyster supper at "Joys" on the evening of the 26th. The following programme was carried out after the inner man had been satisfied:

"The O. R. T. and Its President," Local President Kelly, of 47, and Local President Charters, of 237; song, Bro. Hogan, of No. 47; visiting brethren, Bros. Scribner and Dunn, of 235; song, Bro. McMahon; sister societies, Bro. Nicholson, of 47, and McCarron, of 235; song, Bro. McKennon; "The Ladies," Bros. Trainor, McEwen and Muncey.

After a thorough inspection by Bros. Hogan and McCarron the "Minto" has been declared seaworthy.

Most of us have received a good fat increase per schedule, dating July 1, and we thank the O. R. T. for it.

Macon, Ga., Div. 114.

The regular monthly meeting of this division was held on the second Sunday, with Bro. R. H. King, acting President, and Bro. H. C. Garrison, acting Secretary. The usual routine of business attended to with a full complement of officers present. We note that the members are becoming more and more interested and I hope that these meetings will be well and liberally attended during the coming year. We want every good member that can possibly do so to come to Macon and meet with us at our February meeting, which will be called to order at 11 a. m. in our elegant new lodge rooms, corner Mulberry street and Cotton avenue, Sunday, February 11.

Central of Georgia Items:—

Mr. Frank P. Wright, our worthy Chief Dispatcher, has been absent some time on account of his wife's sickness, but she is improving and will soon be well. This will be appreciative news to the operators on the line.

Bro. Henry C. Garrison acted as dispatcher during Mr. Ayers' absence.

Bro. Bull Harris has been sick, but we note with pleasure that he is back at work.

Bro. V. H. Cain, our worthy secretary and treasurer, is still on deck, looking after the boys working with him on the second trick.

Bro. W. H. Hillsbrow is now the regular night man at Bolingbroke.

Bro. J. Shackleford has been transferred, Bolingbroke nights to East Point nights. This means \$10 more. Shack, you must look out and not let your head bust that hat band.

Bro. T. L. Jennings has been promoted from nights, East Point, to chief clerk at Barnesville. Let's shake.

Bro. H. M. Brown promoted, extra to night operator at Carrollton.

Bro. J. E. Humphrey promoted, nights Carrollton to chief clerk at Athens.

Bro. J. E. Hightower, chief clerk Athens to agent Covington.

R. S. Morris, agent Covington to city soliciting freight agent at Macon.

W. D. Hammet, soliciting freight agent at Macon, to traveling passenger agent, Macon.

Bro. D. A. Nolan promoted from chief clerk at Griffin to agent at Newman.

Dr. W. T. Heidt, who has been agent for years at Forsyth, has resigned and a man named Morgan, from Newman, takes his place.

Mr. E. Lovelace has been promoted from the extra list to nights at Macon Junction.

Mr. Marion Chipley has left the Central and accepts ticket agency with G. S. & F. at Cordile, Ga.

Bro. C. M. Bredloe is now the "extra man," with prospects of a regular place soon.

Bro. R. P. Cocke, relief agent, now at Godfrey.

Bro. W. P. Mooney, night man at Jonesboro, has been very sick.

Bro. R. B. Griffin, agent Monelin to agent Dover.

Bro. J. W. Woolfork has been promoted to agent at Powersville.

Our friend, John Mercer, is now extra on Savannah division, with good prospects for an early promotion.

Bro. A. W. Waller, agent Bloomingdale, returned home the other day from a Christmas visit, accompanied by his wife, whom we were pleased to note has been fully restored to health.

Bro. Marion Burns, agent and operator, Mansfield, gave us quite a lot of items that were received too late for December Journal. Thank you, Bud, send us some more.

Bro. Jule Mercer still at Ocmulgee Bridge. Better not hang around that "10 cent" store too much. Some of those pretty clerks will catch you, sure.

Bro. O. W. Horne still at Gordon, and one of the live boys, always looking out for "nons," and helping the Order.

Bro. E. W. Dickenson at Eatonton. Another good brother, and doing all he can to convince the skeptical that they are wrong.

Bro. J. A. Cathey, at Machen, busy adjusting the repeater and looking out for the interest of the Order in his territory.

Bro. Chas. M. Gay still at Monticello, as handsome as ever and up to date, too.

Bro. H. C. Pyron still running around helping out the boys who want to get off.

Bro. R. B. Byron, in Savannah ticket office.

Bro. Bob Riser on the go all the time. We are sorry for you, Bud, it's awful bad to leave your girl behind. Better get married. Nothing like it, except some more marrying.

Bro. T. F. Hemminger, agent at Tomsboro, was married not long ago. We never learned the young lady's name, but are confident Bro. H. won a prize. We wish them much joy and a long and pleasant married life.

The dues for the first half of 1900 will soon be due, and the new O. R. T. emblem buttons will be sent out to every member as soon as these dues are paid. We hope that every member of Division 114 will soon have one of these pretty buttons and wear it with pride, and always remember that it is an honor to have one on. It means that you are up-to-date and a member in good standing of one of the grandest associations that exist to-day. Let me hear from all of you with your items by the 20th or 25th of each month. Address me "SX," Macon Junction, Macon, Ga. "S. X."

St. L. & S. F. R. R.*St. Louis Division:—*

Bro. D. B. Lee recently went to Old Orchard as agent, relieving Mr. J. J. Stewart, who goes to Lebanon to work nights.

Bro. W. H. Fryer is holding down Spring Park Station.

A night office was opened up at Valley Park on November 6. Mr. G. W. Wheeler has it regular. Bro. L. Stevens is agent at that place.

Bro. W. G. Martin is taking a short vacation during the holidays. Bro. C. T. Flannigan is relieving him as agent at Eureka.

Bro. J. G. Dickerson, agent at Pacific, is sojourning at Fayetteville during the holidays, and is being relieved by Mr. George Hume, an old timer.

Bro. J. M. Houlehan is the obliging agent at Moselle. Jim is strictly O. R. T.

Bro. F. J. Stevens is pounding brass with both hands and one foot nights at St. Clair. He is also treasurer of the "Weinerwurst Club," a local organization, and had to "cough up" the cash on hand to a highway robber a couple of weeks ago.

Bro. J. L. Bradley is regular night man at Sullivan. Jim never sleeps and says the O. R. T. is good enough for him.

The Salem branch is solid O. R. T., with the exception of Cuba. It is expected the main line will soon be in the same condition.

Bro. Jack Ten Eyck finds plenty to do as agent at St. James, but he still finds time to reflect upon the benefits of organization.

Bro. J. D. McCain is dating overtime slips from Bourbon.

Mr. W. H. Parks, night operator at Cuba, was formerly a member of Division 50.

Mr. W. R. Cleary, a prospective member of Division 32, was recently appointed agent at Leasburg. When writing, remember the initials.

Bro. Ed Hathaway, nights at Richland. Mr. W. S. Lea is agent at that point.

Bro. L. H. Henson is night man at Dixon.

Let's skip Newburg.

Bro. VanGeisen, our General Chairman, has been a telegrapher for more than fifty years. Who can beat that?

Bro. G. W. Greener is the hustling agent at Stratford.

Bro. John Lindsay is agent at Conway.

Bro. C. M. Walker is "hitting the pipe" at Marshfield. He is all smiles nowadays because a night office was recently opened up there.

Mr. J. H. Mace, formerly agent at Seventh street, St. Louis, and superintendent of terminals, succeeded Mr. A. O'Hara as superintendent of the St. Louis division, effective January 1, 1900. As may be seen from the above, Mr. Mace is pretty well supplied with good men. Div. Cor

Michigan Central Railway.

Canada Southern Division:—

Business on this road is exceedingly good and most of the spare men are working. Our line is about clear of students, there only being a few on the division. For the benefit of all I will say where they are.

Tilbury, which used to be our strongest battery, seems to be a weak spot. Under the Superintendent's order, H. Grimshaw was sent there to learn the system some two months ago. It looks as though our system was too hard for him and if he would take my advice he would go back to the farm.

Rodney is a regular telegraph school. We trust that under the new agent there will be a change there. I hope these parties will take the hint and endeavor to help us on the student question. They should remember always that the student is after their job.

Next comes Highgate and Muirkirk, with a student at each place.

I will now mention some of the boys and where they are located.

Bro. Parsons, agent and operator at Windsor, is away on a well-earned vacation, while Nightman Slater is filling in during Mr. Parson's absence.

Mr. March is working nights and feels it pretty warm, although the river runs under him.

Brother Potticary, at Woodslee, has got settled down and is right at home again.

At Comber we find two worthy brothers in the presence of Bro. Hughes, agent, and Bro. Gilby, nights.

Bro. Handley, at Tilbury, days, and C. Foster, nights.

Bro. Barry, owl at Fletcher, with D. Anguish, agent.

We next visit Darktown, better known as Buxton, with the very obliging Bro. J. D. Dewan as the agent, and T. Clark, owl. Bro. Dewan makes flying trips up to Cork semi-weekly. Jack is a hustler.

During the absence of J. H. Smith, Charing Cross, Bro. J. W. Nickleson holds the reins with spare man Wickham, of St. Thomas, the owl.

Bro. S. D. Campbell and E. G. Chambers are respectively day and night men at Fargo.

Mr. G. Martin and Spare Operator Mitchell fill up at Mull.

Ridgetown is managed by C. Kent, operator, days, and Bro. F. Hughes, owl.

W. Oldfield and spare operator Hart, at Highgate. A. N. Stimers is agent at Muirkirk. Spare operator McKeller is on the peg.

Wm. Lintz and Opr. McCallum fill the coop at Taylor. Bro. Robertson resigning, Mr. M. Hartwick was checked in as agent.

H. Forhan and Bro. Graves at Dutton. Mr. Geo. K. Kay, agent Shedden, who underwent an operation in London, has resumed duty. Bro. J. T. Woolley, who relieved him, returned to his home to spend Christmas.

Bro. Gowling, formerly of Waterford, has been checked in as agent at Duffern.

Mr. W. F. Egnew, yardmaster at Victoria, has resigned; M. S. Ryan promoted. Mike truly deserves it.

I have now given you a brief outline of our boys and will close, wishing you one and all a Happy New Year. Yours in S. O. and D.

Bud.

Rutland Railroad.

Our second meeting was held December 9 at 10 o'clock p. m., in the Knights of Pythias Hall. About fifteen members were present. A large amount of business was transacted at that meeting, which, it is hoped, will prove beneficial to the telegraphers employed on this line.

There seems to be a lack of interest in the work at the present time, but I sincerely hope that the telegraphers will arouse from their lethargy and endeavor to shake off the shackles of slavery that now oppress them. To accomplish this, it is necessary that a number of the best men identify

themselves with the interest of unionism and be prepared to make some little sacrifice for the benefit of their fellows. If they will only lend a helping hand to those who are now seeking to elevate the profession, they will accomplish more than they probably have any idea of at present. Many of them say, "I wish we had organized five years ago." We would not then have been in such a bad way as we are at present. A beginning has to be made at some time, and it is only too true that working people of all classes are evolving from a state of slavery gradually into better conditions.

The pay on the Rutland Railroad has always been small, but they never seem to be through with cutting it down, lengthening the hours, and making the duties still more arduous. The only remedy for us is to get organized and insist upon proper treatment at the hands of the officials.

I hope to see a better attendance at the next meeting and a more general revival of interest in this subject. I shall be very pleased to furnish any particulars or blanks, upon application.

Wishing you all a Happy New Year, I remain,
yours in S. O. and D.,

LOUIS FORTIER,

Organizer, Claremont, N. H.

M., K. & T. System, Div. No. 22.

L. A. Long, night man at Moran, is taking a vacation and spending a part of the time at his home at Neodesha, Kan.

Chas. Debus worked a couple of nights the last of December, but his health was hardly far enough recovered to work nights, and he was compelled to quit.

Mr. Goldsberry, of Harrisonville, Mo., is working nights at Moran.

Manager Lane took a photograph of his office force the other day. Mr. Lane is getting to be a good photographer.

Bro. J. S. Knapp, of Buffalo, N. Y., worked at Denison, "WX," last month.

Frank Whitsett, formerly operator at Oswego, but accepted the agency at Adair, was transferred back to his old love at Oswego the first of the month. He says there are poor school facilities in the Territory.

Bro. W. A. Stewart is now regular agent at Kiowa, I. T.

Notice.—Any member of this division not having received card good to June 30, 1900, and having credit on the books, please notify me at once.—L. D. McCoy, L., S. & T., Selma, Kan.

Bro. E. H. Washburn, formerly of Houston, Tex., is now working on the D. & R. G.

Now is a good time to pay your dues and get the new card and be in line with the rest.

The Grand Division and the M., K. & T. are taking an active part in seeing that the slayer of our late brother, R. F. Fultz, gets the penalty for his awful crime.

Bro. A. S. McCallum has resumed duty as night operator and ticket clerk at Taylor, after ten weeks' absence on account of sickness. Glad to see you back, "Mc."

The brothers on the north end forgot all about items for THE TELEGRAPHER this month, I guess. Don't be backward about sending in items, whether you have been asked or not; send them to me and I will fix them for you. L. D. McCoy, L. S. & T., Selma, Kan.

H. C. Jones worked fifteen days at Taylor this month. He was relieved by Bro. McCallum resuming work.

Bro. A. C. Wilson, who has been down to Houston, returned to work at Sealy days on the 15th. This puts Opr. Watterman back to night trick and leaves extra Opr. Brown out.

Second day operator has been taken off at Houston on the 15th, thereby letting Opr. E. C. Leo out of work. He was wanted at Smithville, but on account of that not being permanent he preferred to remain in Houston, his home.

Bro. J. E. Ford was promoted from agency at Calmesneil to that at Fayetteville, on the main line, on the 15th. Glad to see you over this way, "JE."

Bro. J. J. White takes the agency at Calmesneil.

Bro. S. T. Best was checked in as agent at West Point, on the 13th, permanent.

Operator G. W. Douglass goes to Katy as agent.

We understand Bro. W. D. Mills goes to agency at Lorena soon and Bro. H. M. Vermillion comes from Lorena to same position at Brookshire.

Agent Wagner, at LaGrange, was seeing the F. & U. at Houston on the 12th and 13th.

They have changed operators at Newnem so often this month that we can't keep up with them. Bro. Hershberger, the agent there, has a hard job and it seems as if the operators soon find it out too.

Union Pacific Railroad.

Nebraska Division:—

Bro. C. N. Coates, of Lodge Pole, is doing a rushing business in Union Pacific real estate.

Bro. Clyde G. Smith has been transferred from Julesburg to North Platte nights. Bros. Abbot and Standard are at Julesburg at present.

Bro. R. R. Genge, of Osceola, has gone to Canada to see his father, who is reported seriously ill.

Local secretary R. R. Root spent the holidays at Wood River, where he enjoyed a great fill on turkey. Bro. H. E. Stewart relieved him at Pine Bluffs.

The boys all seem to be well pleased with our new chief dispatcher, H. J. Roth, who was promoted from first trick on November 1.

Bro. H. O. Allison is ready to swear that the day operator at Lexington does more work than any other two operators on the system. It's no trouble to get a "roast" there.

DIED.—We are very sorry to announce the death of Bro. C. J. Johnson, of the Union Pacific System Division, who succumbed to a surgical operation at St. Joseph's Hospital, Denver, on December 28. Bro. Johnson was night operator at LaSalle, Colo., and was well liked by his fellow employees. He carried a policy in the M. B. Department.

Kansas Division.

We have at Kansas City E. L. Clemons, a good O. R. T. man, and good all around.

Bro. A. E. Cosley still holds Armstrong down. Three sisters at Topeka, Miss M. L. Doering, manager; Miss L. L. Knoble, second, days, and Miss F. Nesbitt nights, all in good standing.

L. C. Cleveland still pounds away at Silver Lake and occasionally stirs up a "non" to thinking.

Bro. J. E. Johnson has settled down to business at Manhattan with a pleasant little wife, of which he is very proud.

At Junction City we have J. L. Chandley, manager; Bro. B. L. Clem and R. G. Williams, second and fourth days, and Bro. C. W. Foss nights.

At Salina Bro. H. M. Alexander still hangs on and makes the boys at the other end jump. Bro. J. P. Ackors still at Ellsworth.

Bro. J. Nance is now agent at Beloit, and Bro. F. B. Pendery has his old position at Solomon, days.

Colorado Division.

Bro. C. F. Thompson, of Kit Carson, has just returned from a visit to his old home and parents at Lynn, Ill., Mr. Langston relieving him.

A much needed article, in way of night office, has been put in at Deer Trail. This will relieve Bro. Scott from doing call bell act so often.

We are glad to announce that Bro. White, of Limon, was elected to office of county treasurer in Lincoln County, and while we are sorry to lose him for two or four years, we are glad that men from the ranks of our profession are appreciated in better positions of trust.

The Order is practically solid on this division and it would be hard to find a more steady class of men than can be found here. Some of the men have been with the company ten to fifteen years.

Bro. Melbourne, of Aroya, is laying off a few weeks, and has gone to St. Louis after his wife. They will occupy the new depot at Aroya on their return.

Bros. Knowles and Miller, of Watkins and Byers, respectively, are attending to business, and looking after their cattle ranches on side.

We are glad to note the number of improvements in the track on this division. It will soon be first-class throughout.

Business is better than ever before, and still holding up well. IVAN.

Wyoming Division.

Bro. Nathan Crews, of Wamsutter, has just returned from a short visit to his home in Illinois, stopping on his way at the general offices at St. Louis.

Bro. R. E. Close, manager at Green River, has resigned to return to W. U. work. Succeeded by R. L. Davis.

Bro. O. J. Langston, Granger, days, is now with the O. S. L. at Pocatello.

Bro. R. D. Pritchett, late of L. E. & St. L., is now at Bryan, nights.

Bro. H. F. Switzer still holds down Bryan, days.

Bro. W. R. Luckfield, of Bitter Creek, has resigned to enter other business. Relieved by F. W. Vallereaux.

Sister and Bro. Pickard are at Creston, days and nights, respectively.

Bro. F. A. Graves, late of the B. & O., is now at Fillmore.

"Bill" Ralston, of Solon, has gone to Kansas City on a short vacation, relieved by night man, Bro. H. Tavenner, who is in turn relieved by Bro. E. W. Sargent, late of the B. & M.

Bro. F. A. Luckfield, late manager at Rawlins, is now employed in the First National Bank, at Rawlins. Succeeded by Bro. L. M. Tudor.

Bro. P. McConnigly, of Division 49, is now at Rawlins.

Bro. R. B. Forsyth, of Rock Springs, days, has been on the sick list, but is again at his post.

"Dad" Hamley, of Tipton, days, is enjoying a vacation, being relieved by M. M. Phillips, an old train dispatcher. "Dad" takes a vacation every seven years.

Mr. A. J. Johnson has lately been appointed chief dispatcher at Green River, succeeding J. P. Folger, who chose to return to first trick on account of ill health.

Ed Sly, first trick, and E. H. Polley, second trick, at Green River, have resigned. Sly being succeeded by J. P. Folger, Polley by S. J. Dunn, third trick man, and Dunn by J. W. James, late of the Plant System. L. M. Tudor.

Grand Trunk Railway.*Twenty-second, Twenty-third, and Twenty-fourth Districts.*

Some important changes have recently taken place in G. T. R. System, Division No. 1. A rearrangement of grouping has been made, and eleven good men and true elected as local chairmen. Bro. G. C. Read's appointment as Traveling Secretary and Organizer, gives general satisfaction. He is now at work successfully placing before those of our men who have not seen their way to unite with us, the benefits to be derived from so doing. and, as has been contended all along, only a little information is necessary to induce the few remaining "nons" to cast in their lot with us. We are pleased to know that the organizer's work will be very light in Group 11, as by monthly meetings and otherwise, the interest has been well maintained, and our ranks strengthened. Our last meeting at Palmerston was well attended, and considerable important business was transacted. Bro. G. C. Read gave us an inspiring address, pointing out the benefits to be derived from thorough organization, and united and continuous effort on the part of all. Our condition, during the past year, although not all we could wish for, has been a great improvement on that of former years. May we not hope for still better things? We do not ask for unreasonable concessions. We only want a fair return for honest and faithful service. United, we can undoubtedly secure this; divided, we fail. Several changes have occurred in these districts since our last report. Bro. Moore, of Mildmay,

and Bro. Rose, of Brucefield, have exchanged stations, to their mutual satisfaction. Bro. Ray, of Cargill, has been promoted to Port Credit, being succeeded by Bro. Martin. Bro. Wesgate, of Goldstone, goes to Tara for the benefit of his health, his former place being occupied by Bro. G. Sutton, late operator at "X," who expects to improve his "aitin'." Bro. Sutton is succeeded at "X" by Operator McKinnon. Bro. Sackrider, having retired from railway life, has been replaced by Agent Sutton, late of Tara. Operator Briggs is holding out at Wingham, while Bro. McEwing, who has been holding down Tara for some months, is out in the relieving field again. It is said "Mc" prefers "June" to "December." Not the least important change—at least to one brother—is the desertion of Bro. Guthrie, of "HN," from the ranks of bachelordom, and his union with the army of benedicts. We wish our brother and his amiable spouse a long and prosperous career, and a full share of this world's blessings. Bro. Faskin, who does the "owl act" at "WS," is spending a few days under the paternal roof at "QE." Wishing our brothers everywhere a very happy and prosperous New Year, we now cut out. CERT. 436.

Newark, Div. No. 118.

Our last monthly meeting was held Saturday evening, December 9. The following officers were elected: President, A. L. Gerry; Vice-President, A. Allen; Second Vice-President, ——— Brown; Secretary and Treasurer, M. H. Shafer; Assistant Secretary and Treasurer, Frank Wagner; Receiver, M. H. Schafer; Board of Adjustment, Bros. Gerry, Allen and Fot; Board of Adjustment for New Jersey Southern, Bros. Howland, Maloney and Bodine.

We are all very much pleased to have our noble brother, Gerry, re-elected to the chair. Also, Bro. Allen. We had with us at our meeting General Chairman Bro. Nelligan, from Ashley Division, who very kindly helped us in transacting some very important business. The meeting this month was very poorly attended, and the greatest number of members being absent were those off duty and could have easily attended. Now, brothers, don't forsake us that way, as you know we need your assistance. At our next meeting see if we can't turn out in full and make it one of the largest ever held here. There are now only a very few "nons" left on our division and think they will be in the ranks before long. Following are a few changes that have taken place the last month: Bro. M. J. Holahan, day operator at "FX," Elizabeth, and formerly of Middleport, Pa., was married on December 6, in New Philadelphia, to Miss M. Callery, of Silver Creek, Pa. While on their honeymoon they visited Washington, D. C., and surrounding country. They will reside in Elizabeth, N. J. We all wish you a long and prosperous life, as well as a happy one.

Edward Kelly, last trick "GW" tower, Elizabeth, has accepted last trick in dispatcher's office, Jersey City. Ed, keep them awake.

Bro. C. W. Pennyfacker, night operator at Elizabethport, has been transferred to third trick at "HY" tower, Claremont, Jersey City.

Bro. C. N. Bennett has been temporarily placed at Mansers, on L. D. division, as agent and postmaster.

Bro. Eli Jones, of Fanwood Hill, is working the night trick at "FX" office. CERT 10,614.

Wilkesbarre, Pa., Div. No. 67, Old No. 203.

Are we alive? You bet, as will be seen below.

January 1, 1899, we were 27 members, ending December 31 with 73, and prospects of a larger increase.

The auditors audited accounts and found everything in good shape.

The receipts for the year were \$470.05; Grand Division proportion, \$248.76; division expenses, \$163.66; balance on hand, \$111.36.

Would call attention of members to the fact that the \$2 commission is still offered for new members. Hope the boys will take advantage of this.

Our last meeting was postponed from December 25 to 27, on account of Christmas; notwithstanding a good attendance was had. A committee consisting of Bros. Nelligan, Brown and Meighan were appointed to revise the By-Laws, the old ones being antiquated.

Some members have been sending their insurance assessments to Secretary Nelligan. They should be sent to H. B. Perham, Secretary, St. Louis, Mo.

For the benefit of new members, would say: The membership fee is \$3.50; dues to June 30, \$4.50; benefit certificate, \$1. Initiation fee must accompany petition invariably.

Members from out of town can reach hall by either Ashley or Sugar Notch cars, getting off at Hartford street, Ashley. Would like to see more of out of town boys at meetings.

Bro. Nelligan gave one of his usual interesting talks.

Would like to see Bro. Dally's smiling countenance once in a while. "DY," you're much missed.

Bro. Chauncey (Depew) Bryant is holding it down at Gardner's tower. Hope he will be able to do something in close quarters. Do your best, Chauncey.

Bro. Meighan still holds the fort at Laurel Run. The only thing Jim is afraid of is dynamite.

Bro. Nelligan visited Division 118, at Elizabeth, during December; reports things "booming."

Bro. Hon. J. N. Weiler, of 131, passed up the road a short time ago, smiling good naturedly.

Wayne Canfield, an old member of Division 203, is now professor of shorthand, typewriting and English scientific at the Wilkesbarre High School. Wayne has made good use of leisure time and he has our best wishes.

Hereafter this division will be known as 67, instead of 203. CERT. 149.

C. & O. System, Div. No. 40.*Mountain District.—*

Well, as I have searched through the November number of our journal very carefully and can find nothing from the Mountain District, I will try and not let it be the case this issue. One of the most enthusiastic meetings ever held was called to order at "our old hang-out," Clifton Forge, Va., on November 22, promptly at 8:30 p. m., by Chairman Bro. L. E. Hicks. Roll call showed 35 members present, with three candidates in the ante-room, awaiting initiation, who were duly acted on, and will henceforth be recognized as brothers of the cause. Boys, our meetings are now of the first class, and those of you who did not attend our last meeting missed a good thing. I know more of you could attend these meetings, if you will would. Why will you not turn out when it costs you nothing to do so? I hope in the future you will manifest more interest in our meetings. Come, all of you, and bring a "non" with you. Boys, why not do a little more writing to the non-members? I feel that there is not enough of it done. You night men, who fold your arms, upon which to lay your head to steal a little snooze, should devote this time, at least twice a week, in explaining the principles of our noble Order to the non-members. Brothers, if more of you would adopt this method we would soon accomplish our purpose. Don't let the old "nons" bluff you with their many excuses, but keep after them and show them that their excuses are no excuse at all, and if eligible to membership in our Order they will finally see the light.

Now just a word about the boys along the line.

At Charlottesville we find Bro. D. H. Scott, days, who handles things to perfection. Bro. E. W. Mooney working nights. "MY," we are glad to know that you are with us again. At Afton, Bro. J. E. Hall, Jr., days, with Bro. E. G. Layne, nights. Say, "Zeke," we hope you will not wreck your

buggy next time in trying to catch a train for the meeting. Report this wreck on the 20th.

We find at Basic Bro. C. S. Maupin handling B. R. D. and pounding brass also. "OT," why not tag yourself with a B. R. D. card, in order to reach the hall on time hereafter?

At Waynesboro we find Bro. R. C. Ogg doing a little of everything.

At Staunton Bro. C. S. Bragg does the "owl act." "Central, give me 414, please."

At Buffalo Gap we find Bro. J. W. Keller, the "cow boy."

The next stop is North Mountain. Here we find Bro. L. E. Hicks, the bear hunter and O. R. T. preacher, with Bro. E. A. Wood, "from Snowden," holding down the table at night. "HX," do you remember the *Maine*?

At Augusta Springs we find the "fat man," Bro. J. C. Snead, hustling freight and doing the telegraphing.

Craigsville, Bro. E. T. Dudley, days, with Bro. J. H. Thomas, nights. Jimmie, are you ashamed of your whiskers, that you don't show up at the hall any more?

At Goshen we find Bro. D. E. Withrow, nights. "WI," how about the telephone girl?

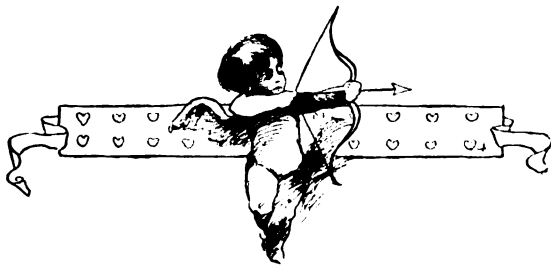
At Crane, Bro. M. P. Keller, working nights. "MK," we are glad to know that you have decided to live a better life. Why not now convert "WI," how about the telephone girl?

We find at Longdale Bro. L. M. Alvis, who has just returned from taking a six weeks' vacation, visiting in the Lone Star State, and other parts. "SM," we hope you had a pleasant trip.

Clifton Forge, "FZ" office, we find Bros. O. V. Marks and F. B. Bauldin, "and if any one should ask, they are hustlers."

Clifton Forge, "F" office, we find Bro. T. P. Hallorn, the pleasant and genial manager.

CERT. 189.



Grand Division

OFFICIAL DIRECTORY.

General Offices,  St. Louis, Mo.

GRAND OFFICERS:

W. V. Powell.....President
St. Louis, Mo.
M. M. Dolphin.....First Vice-President
St. Louis, Mo.
A. L. Taylor.....Second Vice President
St. Louis, Mo.
H. B. Perham.....Secretary and Treasurer
St. Louis, Mo.

BOARD OF DIRECTORS.

C. Daniel (Chairman), Kimball House, Atlanta, Ga.
S. C. Mahanay (Secretary), Sherwood, Mo.
L. A. Tanquary, Cuchara Junction, Colo.
A. O. Sinks, Box 276, Portland, Ore.
F. J. Reynolds, Calgary, N. W. T.

ADVERTISING.

All matters pertaining to advertising will be referred to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. W. V. Powell, President, St. Louis, Mo.; H. B. Perham, Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairmen. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; G. C. Read, Local S. & T., Oakwood, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 2, WASHINGTON, D. C.—Meets 1st Saturday in each month at Society Templars' Hall, 5th and G Sts., N. W., Washington, D. C. Raymond B. Dickey, Local Pres., 800 High st., N. W., Washington, D. C.; V. Marcinkowski, Local S. & T., 813 6th st., N. W., Washington, D. C.

NO. 3, HARRISBURG, PA.—Meets 1st and 3d Sundays at 2 p. m., at Kinnard's Hall, Harrisburg, Pa. H. M. Fultz, Local Pres., 42 N. 13th st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m. at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. H. L. Brown, Local Pres., 3814 Parrish st., Philadelphia, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairmen. P. H. Williams, Gen'l Chairman, Local S. & T., Amaret, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, St. Edwards, Neb.; R. R. Root, Local S. & T., Pine Bluff, Wyo.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allisou, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 3d Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local Pres., 835 Elk st., Buffalo, N. Y.; F. A. Hallock, Local S. & T., 146 Rhode Island av., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. W. B. Dobbins, Local Pres., North Vernon, Ind.; J. F. Davis, Local S. & T., Lock Box 79, North Vernon, Ind.

NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at French & Robert's Bldg., 5th floor, Knoxville, Tenn. F. A. Bishop, Local Pres., Heiskels, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.

NO. 11, OLD TOWN, MAINE.—Meets 1st Monday each month at 8 p. m., Sangerville, Me. L. F. Crane, Local Pres., Orano, Me.; E. L. Keyes, Local S. & T., Great Works, Me.

NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., at 619 6th st., Parkersburg, W. Va. P. Costello, Local Pres., Belpre, Ohio; G. J. Steurer, Local S. & T., 626 Depot st., Parkersburg, W. Va.

THE RAILROAD TELEGRAPHER.

- NO. 13, DULUTH, MINN.—Meets 3d Sunday of each month at 8 p. m. at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Local Pres., 1620 Oaks av., West Superior, Wis.; V. M. Chapin, Local S. & T., Bostwick Flats, Duluth, Minn.
- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Local S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 3d Sunday of each month at Ottawa, Ont. P. W. Tompkins, Local Pres., Hawkesbury, Ont.; R. E. Allison, Local S. & T., Greenfield, Ont.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. p., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. W. H. McNabb, Local Pres., St. Thomas, Ont.; B. Knight, Local S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 1st and 3d Thursday evenings at 205 Fayette st., Baltimore, Md. F. C. Webb, Local Pres., 641 Barre st., Baltimore, Md.; J. B. Finnan, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock p. m. at 1008 Lipscomb st., Fort Worth, Texas; C. A. Burton, Local Pres., H. & T. C. Ry., Frt. Office, Fort Worth, Texas; C. A. Burton, Local S. & T., 908 Jarvis st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, Local S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. J. E. Hunsberger, Gen'l Chairman, Elmwood Place, Ohio; A. C. Bushwaw, Local S. & T., 1617 East 5th st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. A. C. Eidson, Gen'l Chairman, Huntsdale, Mo.; L. D. McCoy, Local S. & T., Selma, Kan.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. W. T. Casey, Gen'l Chairman, Local Office, A., T. & S. F. Ry., Kansas City, Mo.; J. A. Newman, Local S. & T., Wicnita, Kan.
- NO. 24, WILLIAMSPORT, PA.—Meets 3d Wednesday of each month at 8 o'clock in the evening at Harmon's Hall, Lock Haven, Pa. A. T. Mulhern, Local Pres., Farrandsville, Pa.; J. I. Klingenberg, Local S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Local S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. D. Wright, Jr., Local Pres., Brunswick, Md.; E. L. Harrison, Local S. & T., Brunswick, Md.
- NO. 27, LOUISVILLE, KY.—Division covers the Louisville, Evansville & St. Louis Railroad System. Meets subject to call of Chairman. E. P. Roach, Gen'l Chairman, Germantown, Ill.; N. Shaw, Local S. & T., Huntingsburg, Indiana.
- NO. 28, PEORIA, ILL.—Meets 3d Sunday afternoon at 2:30 at Odd Fellows' Hall, 122-124 S. Jefferson st., Peoria, Ill. J. R. T. Auston, Local Pres., Peoria, Ill.; F. M. Widmeyer, S. & T., 604 Ravine av., Peoria, Ill.
- NO. 29, NEW HAVEN, CONN.—Meets on 3d Sunday morning of each month at 10 o'clock at K. of P. Hall, 45 Wall st., Bridgeport, Conn. T. O. Tiger, Local Pres., 53 Broad st., Stamford, Conn.; John R. Cardinal, Local S. & T., 151 Wallace st., New Haven, Conn.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday in O. U. F. Hall at 8 p. m., at 36 N. 9th st., Philadelphia, Pa. J. L. Hughes, Local Pres., 1224 Chestnut st., Philadelphia, Pa.; John J. Maxwell, Local M. & T., 60th and Woodland av., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; Jas. F. Burnett, Vice Gen'l Chairman, 1206 W. Markham st., Little Rock, Ark.; Sidney C. Mahanay, Local S. & T., Sherwood, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. A. R. VanGeisen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 3d Sunday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.

THE RAILROAD TELEGRAPHER.

- NO. 34, BOSTON, MASS.—Meets 1st Sunday, 10:30 a. m., and 3d Saturday, 8:30 p. m., of each month at Rathbone Hall, 694 Washington st., Boston, Mass. R. R. McDougall, Local Pres., 17 Northfield st., Boston, Mass.; C. R. Withrow, Local S. & T., Westville, N. H.
- NO. 35, PROVIDENCE, R. I.—Meets 1st Saturday in each month at 8:30 p. m., and 3d Tuesday at 9:30 a. m., at K. of P. Hall, 193 Westminster st., Providence, R. I. Geo. E. Joslin, Local Pres., Auburn, R. I.; F. L. Fowler, Local S. & T., Box 152, Auburn, R. I.
- NO. 36, ASHTABULA, O.—Meets last Saturday evening of each month at 8 o'clock, at Good's Hall, Center st., Ashtabula, O. J. M. Kennedy, Local Pres., Ashtabula, O.; T. D. Dellmin, Local S. & T., Gen'l Del., Youngstown, Ohio.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Galion, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Tuesday evening at 8 o'clock at Orient Hall, Cor. High and Long sts., Columbus, Ohio. L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 31, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 727 N. 3d st., Saginaw, E. Side, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Kellogg, Wayne Co., W. Va.
- NO. 41, ST. JOHNSBURY, VT.—Meets 3d Wednesday of each month at 8 p. m., at K. of P. Hall, St. Johnsbury, Vt. C. A. Ranney, Local Pres., Danville, Vt.; E. M. Stone, Local S. & T., White River Junction, Vt.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 43, CONCORD, N. H.—Meets 3d Saturday of each month at 8 o'clock p. m. at Capital Hall, No 19 Warren st., Concord, N. H. W. H. Meserve, Local Pres., Penacook, N. H.; W. B. Drown, Local S. & T., 300 Center st., Newton, Mass.
- NO. 44, NEW YORK, N. Y.—Meets 1st Wednesday evening each month at 8:15 p. m., and 3d Sunday morning of each month at 10 o'clock, Hunter's Point Hall, 97 Borden av., Long Island City, N. Y. P. H. Enright, Local Pres., 133 Felix st., Brooklyn, N. Y.; J. F. Hinterleiter, Local S. & T., 149 5th st., Long Island City, N. Y.
- NO. 45, SPRINGFIELD, MASS.—Meets 3d Sunday in each month at 2 o'clock p. m., at Central Labor Union Hall, S. E. Cor. Harrison av. and Dwight st., Springfield, Mass. D. J. O'Connell, Local Pres., 71 Everett st., Springfield, Mass.; J. B. Belding, Local S. & T., Gilbertville, Mass.
- NO. 46, WORCESTER, MASS.—Meets ——— F. H. Bates, Local Pres., Sterling Junction, Mass.; J. F. Mullen, Local S. & T., Clinton, Mass.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coalton, Ohio; H. C. Mitchell, Local S. & T., Union Depot, Lima, Ohio.
- NO. 49, PUEBLO, COLO.—Meets 2d and 4th Saturday evenings each month in Trades' Assembly Hall, Union av., Pueblo, Colo. W. H. Moore, Local Pres., Room 6, Union Depot, Pueblo, Colo.; L. A. Parkhurst, Local Sec'y, Pueblo, Colo.; J. W. Brunton, Local Treas., Room 6, Union Depot, Pueblo, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Saturday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B, Portland, Ore.; A. O. Sinks, Local S. & T., Box 276, Portland, Ore.
- NO. 51, ——— Division covers P., B. & L. E. Ry. System. Meets subject to call of Chairman. ———, Gen'l Chairman; Wm. S. Gorton, Local S. & T., Grove City, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 9 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. S. J. Konenkamp, Local Pres., 2705 Jane st., S. S., Pittsburg, Pa.; J. W. Barber, Local Sec'y, 256 S. Highland av., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, ——— Division covers the Southern Pacific Railway System. Meets subject to call of Chairmen. Geo. Estes, Gen'l Chairman, Roseburg, Ore.; W. R. King, Asst. Gen'l Chairman, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View Sta., San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. J. F. Coleman, Gen'l Chairman, Wickes, Mont.; E. A. Collins, Local S. & T., Eldridge, N. Dakota.

THE RAILROAD TELEGRAPHER.

- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. J. W. Cline, Gen'l Chairman, Lodi, O.; Wm. Carr, Local S. & T., Adena, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; W. H. Harris, Local S. & T., care H. & T. C. Frt. Depot, Fort Worth, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3 floor Western Union Bldg., 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemoor, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacook, N. H.; J. W. Flavin, Local S. & T., 3 Oak st., Concord, N. H.
- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; F. M. Galloway, Local S. & T., Dubois, Idaho.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Local Pres., Causapsal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Saturday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. J. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnellton, W. Va.; F. C. Moran, Local S. & T., West Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 116 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. C. H. Lovenstein, Local Pres., Piedmont, W. Va.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Offices, Ogden, Utah; C. N. Custead, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; O. L. Rudisail, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m. at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Sunday of each month at 2 p. m. at Brokaw's Hall, Cor. 8th and Locust sts., St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday evening of each month at 8 p. m. on 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, NEWARK, N. J.—Meets 2d Saturday, 8 p. m., and 4th Sunday, at 2 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 1018 East Grand st., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 10 a. m. at Odd Fellows' Hall, 657 Cherry st., Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; V. H. Cain, S. & T., 769 Oak st., Macon, Ga.
- NO. 77, DENVER, COLO.—Meets 1st Wednesday in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.

TYPEWRITERS.

To Telegraph Operators:

Our special bargain offer of last month was snapped up by wide-awake operators all over the country. A very few left.

	CASH PRICE.	INSTALMENT PRICE.	INSTALMENT TERMS.
3 No. 4 Remingtons (single case) machine-----	\$15.00	\$16.50	\$5.00 down, \$2.00 per month.
2 No. 3 Remingtons (wide carriage) machine-----	28.00	30.00	5.00 down, 4.00 per month.
4 No. 1 Yost-----	20.00	22.00	5.00 down, 2.50 per month.
3 No. 2 Yost-----	24.00	26.00	5.00 down, 3.00 per month.

Remember a cash deposit with inquiry will insure one being placed aside. Money refunded if all are sold.

BARGAIN OFFER No. 2.

	CASH PRICE.	INSTALMENT PRICE.	INSTALMENT TERMS.
4 No. 1 Hammonds (anvil and shuttle)-----	\$25.00	\$27.50	\$5.00 down, \$4.00 per month.
6 No. 2 Hammonds (anvil and shuttle)-----	35.00	39.00	5.00 down, 4.00 per month.
8 Daugherty (visible writing)-----	25.00	27.50	5.00 down, 4.00 per month.
4 Commercial, (entirely new)-----	27.50	31.00	5.00 down, 4.00 per month.
18 No. 2 Remingtons-----	32.00	35.00	5.00 down, 5.00 per month.
13 No. 1 Smith Premiers---	32.00	35.00	5.00 down, 5.00 per month.

All machines are thoroughly overhauled and fully guaranteed.

HAWTHORNE & SHEBLE,

602-604-606 CHESTNUT ST.,

PHILADELPHIA, PA.



F. S. WEBSTER COMPANY,
Manufacturers of
Non-Filling Typewriter and Stamp Ribbons,
 Carbon Papers, Printing and Duplicating Inks,
 Typewriter Oil, Copying Cloth, Duplicating Devices and Supplies.

MULTICOPY *Patented*
U.S. PAT. OFF. 1,100,000

NEW YORK CITY, Nov. 2, 1899.

Mr. F. A. East, Tel. Off.,
 Stony Point, N. Y.

Dear Sir:-

In answer to your inquiry of even date asking whether we can supply you with any more machines with conditions equal to the last one purchased would state that we are now in a position to do still better in both variety and price, having just consummated a purchase for spot cash of over 1200 standard typewriters of various makes, consisting of Caligraphs models 40, 45 and 46, Duplexes, Smith Premiers, Remingtons, Jewetts, Franklins, Yosts, Munsons, Williams, Rem-Shos, Hammonds, Barlocks, Crandalls and other makes too numerous to mention.

We have enclosed you a lot of various slips showing the actual writing of each machine and numbers together with spot cash prices that will astonish you. Under another cover we have mailed you our 190 page catalogue and as formerly we will ship any machine selected with the privilege of examination and trial.

Thanking you for past favors, we remain,
 Yours very truly,
 F. S. Webster Company.

F. S. WEBSTER CO. - 240 CONGRESS ST., BOSTON -
 317 BROADWAY, NEW YORK - 150 MONROE ST. CHICAGO.
 300-7 HAMILTON BLDG., PITTSBURGH - 67 N. W. 11TH ST. MINNAPOLIS.

Vol. XVII. No. 2.

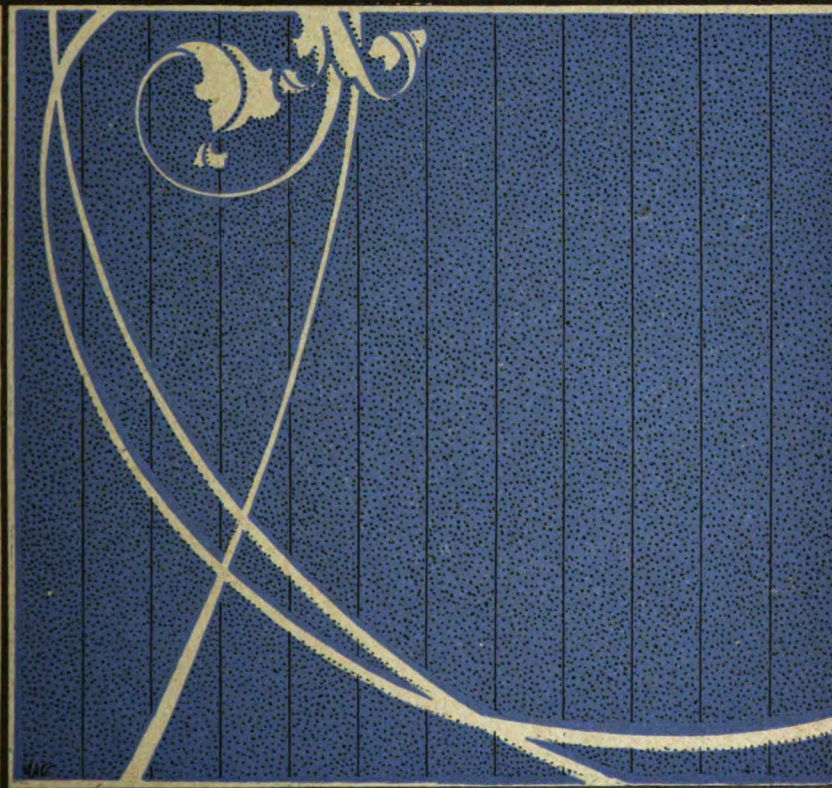
February, 1900



THE

FEB 24 1900

RAILROAD TELEGRAPHER



PUBLISHED AT ST. LOUIS MO.
BY THE ORDER OF RAILROAD TELEGRAPHERS.

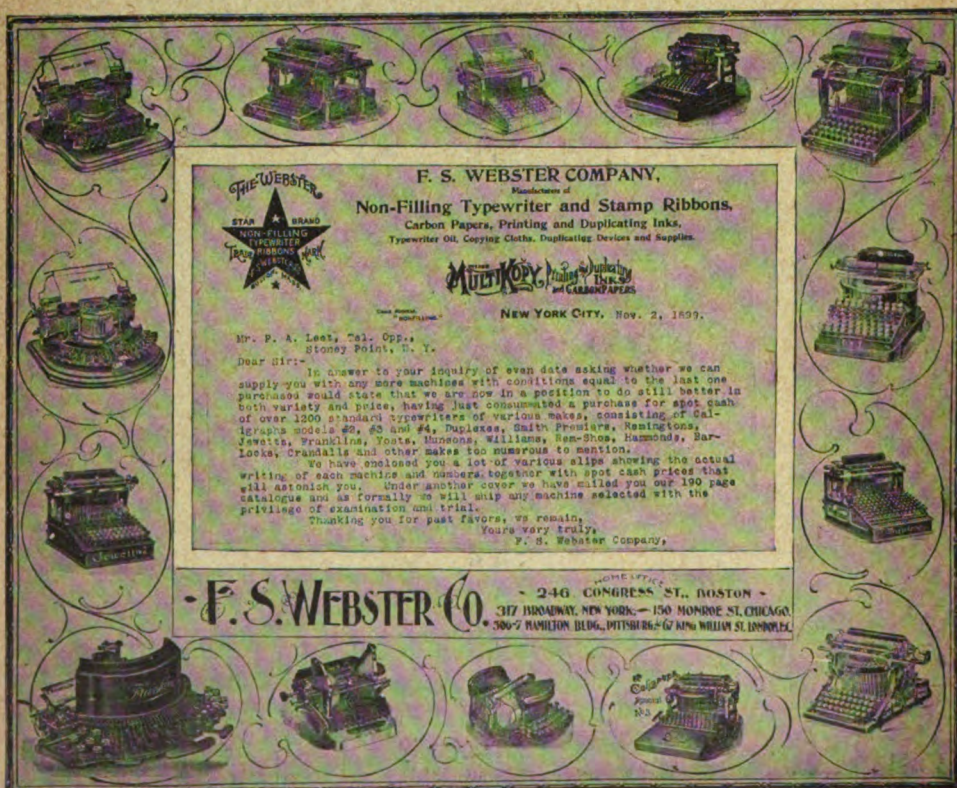
Quick and Sure IS THE SPACING MECHANISM

of the NEW MODELS 6, 7 and 8 of the

Remington Typewriter

Its Great Speed—faster than the swiftest operator, and Certain Action—it does not double up nor skip; make possible the Light Touch and Easy Work for which the Remington is so famous.

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F. S. WEBSTER COMPANY,
Manufacturers of
Non-Filling Typewriter and Stamp Ribbons,
Carbon Papers, Printing and Duplicating Inks,
Typewriter Oil, Copying Cloths, Duplicating Devices and Supplies.

MULTICOPY *Copying Ink* *Carbon Papers*

NEW YORK CITY, Nov. 2, 1899.

Mr. P. A. Leal, "El. Opp.,
Stoney Point, N. Y.

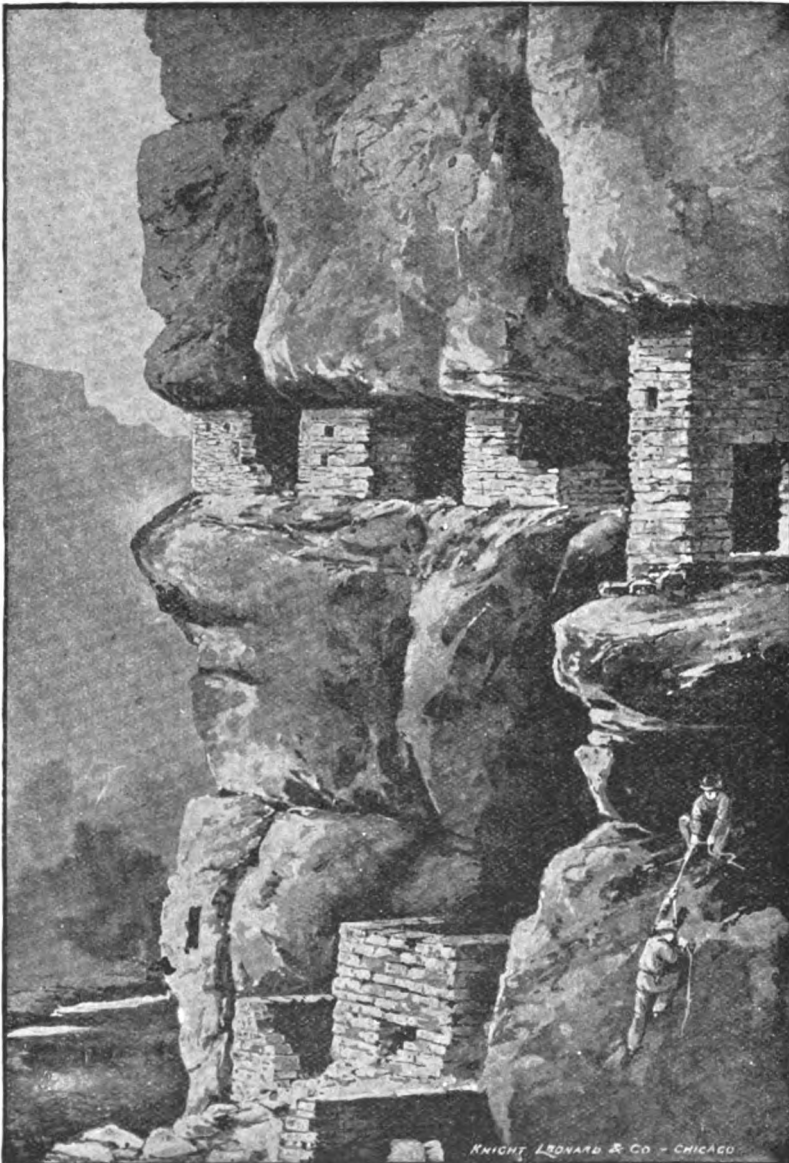
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300-2 HAMILTON BLDG., PITTSBURGH—67 N. WILSON ST. BIRMINGHAM



HOME OF THE CLIFF DWELLERS.

A fortified watch tower, indicating that these strange cliff dwellers were not strangers to the art of war. Typical cliff dwellers are found near Espanola on the New Mexico extension of the Denver & Rio Grande Railroad.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.

H. B. PERHAM, EDITOR.



ENTERED AT THE POST-OFFICE AT ST.
LOUIS, MO., AS SECOND-CLASS MATTER.

Subscription Price, \$1.00 Per Year.

VOL. XVII.

FEBRUARY, 1900.

No. 2.

EDITORIAL

EXPRESS COMPANIES.

ONE of the many duties of agents which has for some reason escaped attention at the hands of our General Committees in the past, is that of the parcel and freight business of corporations operating upon railroads, styling themselves Express Companies. It is said that the stock of these Express Companies is largely held by railways and their officials and that a percentage of their gross receipts is paid to railroads for a franchise and transportation facilities.

Whether these Express Companies are creatures of circumstance or of New Jersey, is hard to tell, for they seem to be slippery in their movements, having thus far successfully contended against being brought under Railway Commissions as common carriers and have practically defied the Interstate Commerce Commission to interfere in any way with their movements, although their interstate freight and package traffic is enormous. In addition to their freight

traffic, there are, perhaps, no other corporations on the face of the earth equaling express companies in the matter of exchange, express money orders being the common method of remittance by the people of today. In fact, their collecting and banking business has so seriously interfered with the banks of this country that they have been the subject of earnest consideration by the Bankers' Association, both state and national, on many occasions, and are still on their tables as "unfinished business." It is said that their rates in many instances are exorbitant, and in the event of breakage or damage of goods in transit intrusted to their care, that settlements from them are hard to obtain and that their treatment of patrons savors of the high-handed and autocratic. Why they have been allowed to run this long without being restrained in some manner by the federal, provincial and state governments, is more than we can understand, unless they are skilled in the art of knowing when and to whom to dispense

"buddle," as is charged was done by one of the prominent companies in Nebraska a few months ago.

Their system of operation from a financial view is faultless, nearly all of their salaries being paid on a commission basis. The long hours of thousands of telegraphers is attributable to their being compelled to meet trains for the purpose of putting on and taking off express.

Our experience with superintendents of express companies is that they are hard to interest in rearrangements of routes or transfer of express, which would obviate the necessity of our members meeting early and late trains, and their lack of appreciation of the rights of employes who are but partly subordinate to them, has, in more than one instance, caused what might be considered arbitrary action to be taken by us in order that the hours of labor of agents and telegraphers might be reduced and made more equitable.

Many railroads have issued mandatory instructions to their station employes, forbidding them, under the pain of dismissal, to engage in any business whatever outside of their regular station work, while at the same time the express companies operating on that road hold out inducements for their representative, who is also the railroad's representative, to solicit business for clothing houses, watch dealers, oyster houses, etc., etc., and the result has been that many of our members have been discharged for violating the instructions of the railroad company, and when the express companies were appealed to by our organization to use their influence in reinstating those whose cases were worthy of consideration, by reason of long years of service and fidelity to duty, they have in nearly every instance given us the cold shoulder. We are, therefore, under the circumstances, in necessity compelled to notify our members that they must not hereafter violate any of the railroad company's rules in order to serve the express companies, for if they do and are disciplined for it, the Order will decline to interfere. The small commissions which are made by our members acting as representative of some firm by reason of their

connection with the express company, is insufficient to risk the loss of a railroad position, and those who have acquired the habit should correct it. The business done by many stations is so small that the commission paid the agent for the entire year is insufficient to pay the premium on the bond which is exacted of him for the faithful performance of his duty.

There are many instances where agents have been thrown out of their railroad positions simply because some "finnick" bond company for the express company, refused to go his bond, although the bond company for the railroad company was entirely satisfied with the risk. In a number of cases where this has occurred, the total business of the express company for the entire year would not exceed twenty dollars.

One case is on record where one of the prominent express companies asked a railroad company to discharge one of our members because he pummeled one of its traveling auditors. The trouble happened on an unorganized road and was caused by the traveling auditor making slighting and ungentlemanly remarks about a lady who happened to be the fiancée of one of our members. When the auditor recovered sufficiently to leave the hospital, he found our member discharged from the position under his jurisdiction and employed on a road where a contract with the telegraphers was operative. The manager of the express company asked the general manager of the road on which the brother obtained employment, to discharge him from the service, alleging that he was an irresponsible and wholly unreliable person. An investigation was held shortly afterwards and the facts as above stated, proven, resulting in a vindication of the brother and the stamping of the manager of the express company as a cur and a liar.

It is our opinion that five-sixths of the express agents who work on a commission consider that the trials and tribulations connected with this part of their duties, makes it not worth the time and worry which it entails, and if it is to be continued that it should be along more satisfactory and remunerative lines than at present.

MEN WANTED FOR THE SIGNAL CORPS.

WHEN the war between America and Spain first broke out there was no difficulty experienced in getting competent telegraphers for the United States Signal Corps, but the war spirit having subsided good men are not offering their services for the beggarly pittance paid by this Department.

It is said that the Department is having the utmost difficulty in getting telegraphers for the Philippines. Nearly all the men sent out now are graduates of Fort Myer, an institution that turns out men who know the Morse alphabet, but who seldom reach the telegrapher's class.

It is not perhaps from any fault in their method of instruction; the fact is generally admitted that to make a good telegrapher, one must commence early in life. The theory that a man of mature years can take up the study and become an ordinarily good telegrapher is not one that works well in practice. It is popularly supposed that any one of ordinary intelligence can become a good telegrapher by a few months' application to the study, but the fact is that it takes many years of practice and experience to make a fairly good workman at the business.

If we take this into consideration with the fact that Signal Corps men are exposed to danger as much, and probably more, than any other men at the front, there is no good reason apparent why they should not receive pay and other considerations in accordance with the service they render. According to *The Telegraph Age* of recent date, Secretary Root will soon call on Congress for additional men for the Signal Corps to enable General Greely, the chief of this corps, to assume charge of the commercial cable business of the Philippine Islands with the ending of the war in the Philippines, when the various ports of trade of the islands will be opened and telegraph and cable communications between the various points will be resumed. These have been practically cut off for the past eighteen months, especially so far as it relates to the outside world.

General Greely expects that the army will be called on to conduct the cablegram and telegraph business of the island for some years to come, and he wants an increase in his force preparatory to undertaking the big task.

At the present time there are about three hundred men and thirty-one officers of this corps in the various islands of the archipelago. Practically all the business of the Island of Luzon is carried on by telegraph. There are no mails on the island, and the army depends on the telegraph for the transmission of orders and messages from point to point. As the troops are constantly extending the lines of territory occupied by the American authorities, the task of keeping up with the advance is a big one. Additional lines are being strung to cover new points held by our troops, and extra operators put in at the newly established stations.

With the opening up of such opportunities for extending the telegraph service, the telegraphers in the Signal Corps should now present their claims, and make it understood that the compensation and other considerations are unsatisfactory. Without these representations being made the officials will continue in their endeavors to make telegraphers out of men who have not learned enough to set a fair value on their services, with the result that the business of telegraphy will be deteriorated in all its branches. The example set by the Government in this matter will influence others in the course of time.

When better pay is offered, the sign "Men Wanted" will soon be taken down.

THE COLORADO AND SOUTHERN.

ABRIGHT, newsy and well prepared circular, both in literary, artistic and mechanical construction has been sent the coupon ticket agents on many railroads of North America by Mr. T. E. Fisher, General Passenger and Ticket Agent of the Colorado and Southern Railway at Denver, Colo., entitled "The Education of the Ticket Agent."

The introductory to his story is a gem, both in thought and verse, but we trust that before Mr. Fisher undertakes to edu-

cate and better the condition of the ticket agents of North America that he will first begin his active operations on those under his jurisdiction, and after they have partaken of the fruit of the Tree of Knowledge, which he seems anxious to distribute, he will then be entitled to more attention and consideration from the ticket agents of other roads. Listen to what he says:

"The well informed and successful ticket agent is the one who has secured his knowledge of the railroad geography of the country, not solely from experience behind the ticket counter and study of the official guide and individual railroad publications, but in actual travel and personal observations. He may learn from the guide that a certain railroad has a line from one point to another, and what the distance is via that (apparently) direct route; he may learn from the same source what time trains arrive at and depart from such terminals, and just what connections are made with those trains by other lines, but he can get no idea of the character of the country traversed, nor of the accommodations provided for passengers, except by personally making a trip over the line. Of course the folders and other publications of individual lines are replete with descriptions of features and facilities superior to other lines in competition, but we know that such information is far from satisfactory to the agent."

Doesn't that sound nice? Just think of the ticket agents of America junketing around the country in parlor and sleeping cars, accompanied with their wives, at the expense of the—did we hear Mr. Fisher say the railroads? No; at their own expense, that they may become better acquainted with the dining car system, 'bus lines, trainmen, scenery, etc., etc., of the different railroads, so that their patrons will be spared any inconvenience or discomfort. Don't you feel better now since you have learned how all this can be had? Consistency is a good thing to have, even when you are trying to educate people as Mr. Fisher is trying to do. Let us see whether the Colorado and Southern Railway, with all its profession of consideration for the

"poor ignorant ticket agent" for whom it has so much regard, who it is going to educate, etc., etc., is a party to the reducing of the salaries of ticket agents of North America to the extent of six million dollars yearly in coupon commissions. Yes, it is among the first on the list.

Further on in his narrative, Mr. Fisher, in speaking of the beauties of the Colorado scenery, says:

"'The Colorado Road,' as the Colorado and Southern Railway is popularly known, reaches the principal mining districts, the richest farming communities, the most popular health and pleasure places, and as for scenery, nearly all of the natural mountain beauty and grandeur which has given to Colorado the title of "Switzerland of America," is reached by the lines of this road.

"We, therefore, invite you to our wonderful State, feeling sure that we can show you everything of interest out here. Will be glad to have you bring your wife. She will enjoy these trips through wonderland.

"When you come out we hope you will call on us, and, giving us an idea of the time you can devote to our many fascinating trips, allow us to fix you up for all of them—or the most important of them—according to the time at your disposal."

Doesn't that excite your interest and admiration? The whole paragraph seems animated with life. Sitting in silent reverie; eyelids closed; your feet upon the table; a fragrant Havana between your lips, it brings to you the beautiful Italian sunset; you hear the peculiar weird music of the Midway. You imagine yourself in fairyland—all at the expense of the Colorado and Southern Railroad. That is, he (Mr. Fisher) will have you hauled over the road, free gratis, and if they kill you, it is agreed beforehand that his hand is relieved of any responsibility. Pshaw! It's nothing new for Colorado roads to write ticket agents to come out and see their wonderful canons, high mountains, fertile valleys, tortuous rivers, pleasant, good-looking and progressive people. Wonder where Mr. Fisher got on at?

Our good friends, the Denver and Rio Grande Railway have more scenery, better scenery, and have had it longer than the Colorado and Southern Railway, and they've always been glad to have ticket agents and other railway men come out and ride over their road. Their appreciation of the value of having ticket agents as their friends is sincere, for they started out years ago with their generous policy towards employes of other lines. Mr. Fisher has been General Passenger Agent of the Colorado and Southern Railway for some time, yet he never invited everybody to come out and see him until his line was advertised as unfair by our Organization. Then he got a hunch, and wanted all the boys to see his two streaks of rust. When our members ride over mountain roads they should, for their own safety, select the roads that have good, sober and industrious telegraphers. These can only be secured and retained by paying living wages, by having reasonable hours of work, good conditions under which to work, and equitable methods of discipline.

We have no fault to find with Mr. Fisher. From what we can learn he is very much of a gentleman, and is eminently qualified for the position which he occupies. Our members regret very much, indeed, that they cannot accept his tutorship as an educator. If he fails to make the "Colorado Road," as he so improperly styles the Colorado and Southern, popular with the ticket agents, he is not to blame, for he has been hampered by an operating department which lacked in tact, foresight and diplomacy, and by whose management of their telegraphers' troubles have caused many who would like to be his friends and friends of his road, to shun his road because it is unfair.

POLITICAL ACTION.

IF the time is not already ripe for political action on the part of organized workers, it certainly cannot be long before they will come to the conclusion that the era of justice can be hurried by right action on their part.

It is true that a third party in the United States has a hard time to get its aspirants

before the pie counter, but at the same time it must be remembered that all the third parties that have come into existence and passed away, have accomplished something before they were finally disbanded.

A labor party should be started in every State in the Union, whether it has a chance of success or not. The working people have found out by this time that all the present political parties are manipulated by the wealthy class, and that whichever one of them the working man supports makes little difference to his present status in society.

The Colorado State Federation of Labor has made a move in this direction, and, pursuant to its action, at its fourth annual convention, the following resolution has been submitted to the labor unions of the State for adoption or rejection:

Resolution No. 6, by delegates from Pueblo Trades and Labor Assembly:

Resolved, By the Colorado State Federation of Labor, in convention assembled, that we favor the following plan of political action:

First. That upon the adoption by the referendum of this plan the Executive Board shall call a delegate convention of all the unions affiliated with the State Federation of Labor, the representation to be the same as to this convention, for the purpose of naming three candidates each for State office, namely: Justice of the Supreme Court, Governor, Secretary of State, Treasurer, Attorney-General, Superintendent of Public Instruction, Presidential Electors, etc.

The candidates so named shall be submitted to the unions affiliated for a vote; the Executive Board shall canvass the vote and announce the result. The person receiving the highest number of votes for any office shall be declared the nominee for that office, and together they shall constitute the State Labor Ticket.


Provided, That this plan shall first be submitted to the referendum for approval or rejection; and be it further

Provided, That all the details herein mentioned shall be faithfully carried out by the Executive Board, and report made and the full State ticket announced at the

next annual convention of the State Federation of Labor.

This is a move in the right direction. It is simple and democratic in its tendencies, and seems to avoid the jobbery that is considered a necessity by practical politicians.

WATER TANK TELEGRAPHERS.

 THE matter of telegraphers handling pumping engines is one that will have to be brought up for final consideration some time in the near future. It is in the nature of an imposition for railroad officials to insist that a telegrapher shall leave his office to attend to the running of an engine. It not only imposes on the telegrapher, but the train dispatcher and everybody else who desires to communicate with his station by wire. Under ordinary circumstances there are too many duties that take the telegrapher away from his instrument, but this matter of running a pump is an intolerable nuisance.


On the Great Northern Railway recently the telegrapher at Des Lacs undertook to run the gasoline engine in connection with the pump, and one evening, going into the engine house with a lighted torch in his hand, caused a frightful explosion. The house caught fire, and the telegrapher was seriously injured, and is now lying in the hospital at Minot, N. D. He has a wife and child dependent upon him, and it is reported that it is altogether likely that he will lose his sight.

It is said that the Great Northern Railway Company intends to put in these gasoline engines all along their line, as they cost less to run than any other kind of engine. They intend to arrange it so that the telegraphers shall operate them in each instance, thus saving the cost of salary for a pumper. On the Chicago & Northwestern Railway, where they used to have gasoline engines for pumping purposes, they proved to be so dangerous and unreliable that they were eventually banished from the system.

It is, however, not so much the danger incident to the business, as it is the discomfort of following two avocations that are so wide apart as the running of an en-

gine and the manipulation of a telegraph key. Another bad feature is that of lowering the status of the telegrapher in the eyes of all intelligent workers in taking a position away from another man in order that a few more dollars may be earned wherewith to eke out an existence. The telegraphers must combine to resist all such injustice, and make the business of telegraphy capable of supporting them in comfort without taking charge of the work that should belong by right to another man.

TICKET COMMISSIONS ABOLISHED.

 NCE more the decree has gone forth that no more ticket commissions will be allowed the selling agents. This movement has been tried before, but never with lasting success, on account of lack of confidence and well-founded suspicions of trickery.

In the present instance, a much larger proportion of the railroad companies have signed the agreement, and everything indicates a firmer stand for the perpetuation of the no commission idea. The general passenger agents of Western lines have been holding meetings in Chicago, discussing the future status of the coupon ticket agent in connection with the radical cut in his monthly revenue the change will bring about. It is said that a plan to relieve the coupon ticket agent from the inevitable loss is under consideration.

The Order of Railroad Telegraphers, through its General Committees, has found this question of commissions a hard one to deal with on account of the many intricacies and the widely divergent conditions at different stations. Schedules of salaries would, in many cases, be fixed at a low rate, based on the large income received from commissions. Afterwards there would be a downward fluctuation in ticket sales and just cause for complaint from the agent.


This organization is favorable to the plan of increasing salaries on an equitable basis. The wages of station men are too low in comparison with other classes of railroad employes, and the situation could be relieved to a certain extent by the aboli-

tion of all kinds of commissions, making the income at all stations a matter of record firmly established.

If the general passenger agents should fail to come to an equitable conclusion in regard to the salaries, concerted action on the part of the ticket agents all over the country is probably the next move on the board. By giving one line in each direction preference over competing lines, the selling agent can force the railroads back to the commission basis, whether they like it or not. A competent man at the ticket case can give any road the best part of the business that is friendly to the ticket sellers' interests, and do enormous damage to the road that thinks more of dividends than equitable conditions for those who earn them.

When there is no commission to be made the country station coupon office frequently abandons the business, as the time cannot be spared to talk up routes and connections. If each agent where there is a coupon case gets a raise in salary, no one will have occasion to regret the abolition of ticket commissions. To cut off commissions without giving any additional salary to take the place of the customary perquisite, means that the railroads will revert to their old methods in the course of a few months.

STUDENTS.

URING the past thirty days we have received a great number of circular letters and printed postal cards emanating from telegraph schools, which have been sent to our members through a misapprehension. These are usually accompanied with a request that the fraudulent part of the advertising be shown up in these columns. As it is not considered advisable to give these delectable institutions any free advertising, such matter usually finds its way to the files.

Under existing circumstances, with telegraphers working in thousands of places twelve to fifteen hours out of every twenty-four for a salary of less than one dollar per day, the man who spends his time in teaching the art to others is too mean to be influenced by any ordinary

roast. The fact that they do not care whether the student learns or not so long as the money is forthcoming, relieves the situation. If the schools made telegraphers out of every one that paid the tuition fee it would be different. If it were not for the gullibility of farmers' boys, who imagine that telegraphy will smooth the road to a competence, these institutions could not make a living.

When we see a telegrapher or railroad agent giving one of these school graduates a little practical experience to finish his education and extort a few dollars, our indignation at the work of fraudulent telegraph schools is lost in contemplation of this king of all the fools. It is well known that railroading cannot be taught in school and that it cannot be learned anywhere except by actual experience. If it were not for the men already in the business who would sell their birthright for a few dollars, the schools would not seriously injure the telegraph business.

One of these schools is now getting out a plausible postal card inviting working telegraphers who have applications from young men who wish to learn telegraphy, where it is not convenient to receive students, to send such people to them, they offering a commission of \$5 for each one sent. In one place it says, "Should you have such an application and will write us, giving his name and address, we will send him a copy of our catalogue, which will give him full information concerning our school. In case the applicant should decide to join us, give him a letter of introduction and the commission will be sent you immediately upon his arrival here."

In other words, if you can catch a sucker send him here to be skinned.

THE RAILWAY EMPLOYEES' FEDERATION DISSOLVED.

To the Members of Order of Railway Conductors, Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Firemen, Order of Railroad Telegraphers:

The federation which has been in force as between the above named organizations has not worked out in practice what was hoped for it or what it promised in theory.

It may safely be said that one of the prime reasons for its failure to work out what was hoped from it is, that the sentiment among the membership, which is necessary to the satisfactory working of such a plan, is not sufficiently general to insure that result. An alliance between organizations, under which the aid of the organizations, party to the alliance, is proposed to be exercised in behalf of any one of those organizations, in order to be entirely successful, must be supported by a spirit of willingness to sacrifice considerable of self-interest, if need be, in order to advance the interests of the whole, or in order to establish a principle, even though, just as that moment, it may have no direct bearing except upon the aggrieved organization. The federation was intended as a supreme court on the matter of grievances within organizations party to the federation, and if the extreme provided for in its rules became necessary, it was intended to be a supreme test of the strength of the united organizations.

There has been some difference of opinion expressed by the members of the organizations as to the propriety of invoking the aid of the federation in certain causes or instances, and while some differences of opinion have, as a matter of course, existed among those who composed the different federated boards, nothing of an insurmountable nature or necessarily lasting in its effects arose in that direction. A labor organization, in order to fulfill its mission, must be recognized as the agent or representative of the membership that compose it. If it cannot be recognized as such agent, the membership, of necessity, must lose or surrender some of the benefits otherwise to be derived from the organization. If the executive officer of an organization is called by the members and is denied the right to appear and speak for them, he has not the means of asserting or insisting upon that right except as he is supported in so insisting by the membership employed on that system. If the membership of the organizations generally were to assume the position that they are willing to waive their right to be represented by their organization simply upon a declination of a railway official to meet them, the influence of the protective

feature of the organizations would soon be materially lessened.

In two or three instances the aid of the federation was involved by organizations that had been denied a hearing, and the federated board was also denied a hearing and some one or more of the classes of employees who have made up the federation have been unwilling to support an issue on that question. When an aggrieved organization has in hand a complaint which their representatives have indorsed as reasonable and which their membership, by a two-thirds vote, have expressed themselves as willing to support to an extreme, if necessary, and they are denied the opportunity of presenting it and being heard upon it, and the federation prevents them from taking an aggressive position which they would otherwise take, and at the same time prevents their receiving any satisfaction from their efforts, they naturally feel that the alliance operates more to their detriment than to their good.

In forming this federation, the idea of giving the members directly employed on the road in question the controlling voice in its affairs, was strictly adhered to. There are a very large number of systems where the relations between the membership of the organizations is as harmonious and satisfactory as the relations between the organizations themselves or between their officers as such. There are some systems where these conditions do not prevail. It is believed that if the allied organizations accept the refusal of a railroad official to meet them and "lay down" because some official sees fit to take that position, it would eventually destroy the influence of the organizations individually and of their protective policy. Various suggestions have been offered from time to time to improve the situation, but nothing of an entirely satisfactory nature has been offered. Believing that the conditions which have developed demanded such action, the officers of some of the organizations, party to the federation, have, under the authority vested in them by their organizations, withdrawn from membership in the federation and, as a result, the federation is, in effect, dissolved. This action is not taken without

regret, because much of good was hoped from this plan and, beyond doubt, much good has been derived from it. But the good which has been secured has not sufficiently outweighed the resulting evil above outlined to justify a continuance of the alliance. It was said at the time the federation was formed that it would operate to reduce or prevent strikes, and it has certainly operated in that direction; but in the two instances where a strike vote has been taken in the Federated Board upon a proposition which has been approved by the Federation, it has been negatived by the votes of men who were employed on the system.

The dissolution of the federation must not be understood to indicate any friction or irrepressible conflict between the organizations that composed it. If the membership of the organizations, as a whole, were as well prepared for federation and as nearly federated in their sentiments as their officers are, there could be no question as to the success of the plan. The relations between the organizations are as pleasant as they ever were, if not more so, and wherever, on any system of road, the membership desire to co-operate through their committees, under the laws of the organizations in adjusting any matters of mutual concern, the officers of the organizations will be found ready and willing to assist in carrying such movements to a successful termination and will be found working together as harmoniously as ever before.

Our faith in the principle of federation is not shaken, but our conviction is that, in order to make it a success, self-interest must, to a large extent, be lost sight of and a willingness to make sacrifices in the interests of the general good result must be entertained by the members of the organizations forming the alliance. We urge upon the membership of our several organizations to do everything in their power to spread and strengthen the spirit of fraternity among the craft; to lend a helping hand to their brothers whenever possible, and to do all in their power to assist in building up the sister organizations by encouraging all who should hold membership therein to become members. In all places where the proper sentiment and spirit prevails among

the members of the several organizations, it is now possible to work out through co-operation and friendly assistance of each other the same practical results that were expected to come from the federation.

The withdrawal of the Brotherhood of Railroad Trainmen became effective January 18th; that of the Order of Railway Conductors, January 23d; and that of the Order of Railroad Telegraphers on January 25th. The Brotherhood of Locomotive Firemen had provided no authority for their officers to withdraw from the federation, and those officers are, therefore, unwilling to take such action without consulting their lodges. As above stated, however, the federation is, in effect dissolved, and no effort will be made by any to invoke its assistance. We believe that eventually some means for overcoming whatever defects this plan may have possessed will be found, and that a little more experience will demonstrate beyond question the good possible to be secured through an exercise of the spirit which has hereinbefore been stated as necessary to the complete success of an alliance such as has now been dissolved and such as, in all probability, will arise at some time in the not distant future from the ashes of this one.

Yours fraternally,

E. F. CLARK, Grand Chief O. R. C.

P. H. MORRISSEY,

Grand Master B. R. T.

F. P. SARGENT, Grand Master B. L. F.

W. V. POWELL, President O. R. T.

"THE RAILROAD TELEGRAPHER."

THE editor of the official organ of the Order of Railroad Telegraphers has been in charge of the publication for some years, but has never yet received an expression of opinion from the membership as to whether it is managed to suit their ideas or not.

Every member who cares to do so, is invited to write the editor upon this subject. It may mean twenty thousand or more letters, and therefore replies should not be expected.

The editor believes in direct legislation and that every member should have a voice in the conduct of the Order's affairs, and

this is one of its most important functions. If this publication is conducted in a manner to suit the majority, the editor will be glad to know it. If it is not, he will gradually inaugurate changes in accordance with the suggestions that receive the most numerous indorsement from the membership.

THE TELEGRAPHERS HAVE POWERFUL ALLIES.

THE Colorado State Federation of Labor, by its President, Bro. D. C. Coates, has issued a strong circular asking affiliated Unions to aid us in advertising the Colorado Southern Railroad as unfair. It reads as follows:

DENVER, COLO., January 10, 1900.

To Affiliated Unions, Greeting:

FELLOW WORKERS: At the request of Divisions Nos. 49 and 77, Order of Railroad Telegraphers of Colorado of our affiliated Unions, we address you as follows relative to the conditions in the Telegraphers' craft on the Colorado & Southern Railroad, operating extensively in Colorado, and the treatment of the men by the management of said railroad.

Early in January, 1899, the telegraphers employed on the Colorado & Southern Railroad appointed a committee from their number to present to the road's management some grievances of hours of work and rates of pay. The grievance committee visited the headquarters of the railroad, presented their statement, but they were refused recognition as a committee by Superintendent T. F. Dunaway, and were told that only individual grievances would be considered. Shortly afterward members of the Grievance Committee were dismissed from the service of the company, and since some of the men have been pursued into other places and been dismissed from employment of other companies at the request of the Colorado & Southern officials—a most flagrant abuse of the damnable black-listing system.

The Order of Railroad Telegraphers, of which the discharged employees were mem-

bers, has used every effort to bring about an amicable adjustment of these difficulties by attempted consultations with the railroad officials, but to no avail, being refused any consideration whatever—the management steeling themselves against all cries of humanity for wages sufficiently large to assure a respectable living and decent conditions of employment. Consequently, as a last resort, the Order of Railroad Telegraphers has decided to make lawful opposition to the passenger and freight business of the Colorado & Southern Railroad, as a means to soften the stony hearts of its managers toward its employees, and on the proper application of the divisions mentioned above, and after full consideration of the matter with President Powell of said Order, we hereby approve of said action, depending upon our membership throughout the entire State to make the same effective.

The action of the officials of the Colorado & Southern Railroad in this instance is but another evidence of the persistent policy of corporations to ignore and disrupt organized labor, and past experience has taught us what this means for the future welfare of the wage earners. We therefore urge you to aid the Order of Railroad Telegraphers to the fullest extent of your power to make this fight effective and in this direction pressure should be brought on patrons of said railroad. Appoint committees to wait on the business men of your community, and through a recital of the facts here truthfully outlined, induce them to use their influence to bring the management of the road to a realizing sense of its duty to its employees and its respect for their rights. Especially do we request that no member of organized labor give sustenance or support to the Colorado & Southern Railroad until it recedes from its present position of ignoring collectively the grievance of its employees.

In solemn realization of the necessity of united and aggressive action in line with the foregoing, we recommend it to your favorable consideration, in the interest and welfare of all wage earners.

Editorial Notes

Compare the Kansas City, Ft. Scott and Memphis voluntary schedule with the Denver and Rio Grande revised contract. Something to think about there.

Attention is called to the Division Directory, now published in the last part of each number of *THE RAILROAD TELEGRAPHER*. If any corrections are necessary, they will be made upon request.

There was enough Fraternal Department matter left over this month to make up another number like this.

The *Miners' Magazine* is another new publication issued in the cause of justice and labors rights. It is edited by Edward Boyce, whose life purpose seems to be to loosen up tyranny and inaugurate better times for the workers of this generation. It is published at Denver, Colo., and the subscription price is \$1.00 per year.

Napoleon said "No point could withstand the assault of 300,000 men." On the same principle, no railroad can afford to make a business of opposing organized labor.

System Division members should agitate the question of local meetings along the line. There is nothing so beneficent to wage earners as getting together. If ten or more can arrange to meet at some place on the System to talk over matters of mutual interest, nothing but good will result from it. Try it and have a good time.

A federation agreement between railway employes organizations, that will provide that none of the members participating will work with a man who occupies a striker's place, would be simple and quite effective. With a proviso that where any one of the organizations have not a sufficient repre-

sentation to make their influence felt, individuals would not be expected to make a useless sacrifice. Such a federation will doubtless be formed some day.

The Railroad Bridgemen are getting together and the International Brotherhood of their craft has been formed. A letter from their Supreme Secretary and Treasurer, under date of January 11th, says: "I beg to bring to the favorable notice of yourself and the officers and members of your Order, the above newly organized Brotherhood. No person who should belong to any other Order can become a member of this. The purpose of the Brotherhood is to organize all bona-fide railroad bridgemen into division lodges under the International, for the purpose of unity, education, and fraternal benefits.

The recognition of the Brotherhood and its authorized schedules by the Railroad Companies on whose system the Order and its branches may exist, provide for the sick, the aged and indigent members. Our interests are identical in the main with the sister Railroad Orders, therefore, we would be pleased to receive your sympathy and good will."

It is safe to say that the telegraphers of the country will welcome this craft into the folds of organization and will extend them a helping hand wherever it can be done.

Communications in regard to this organization will receive prompt attention, if addressed to D. Stamper, Supreme Secretary and Treasurer, International Brotherhood of Railroad Bridgemen, Revelstoke, B. C.

It will be noticed that over our advertising pages there is a line reading, "When addressing our advertisers, please mention *THE RAILROAD TELEGRAPHER*." Compliance with this request would cost the writer nothing and would go a long way towards making *THE RAILROAD TELEGRAPHER* more popular among advertisers.

THE MUTUAL BENEFIT DEPARTMENT

ASSessment NO. 15 IS DUE ON
FEBRUARY 1, 1900. TIME FOR
PAYMENT EXPIRES MARCH
31, 1900.

CLAIM No. 26.—Amount, \$500; was paid January 16, 1900, to Mrs. Jessie M. Johnson, guardian for Cecil E. Johnson, daughter of Bro. Ansel L. Johnson, of Atchison, Topeka & Santa Fe System, Division No. 23, who was accidentally drowned July 15, 1899.

A one dollar bill was received at this office apparently in payment of an assessment on December 28th, which was wrapped in a blank piece of paper, but was unaccompanied by an assessment slip or anything to indicate the remitter. It is necessary to again call the attention of members of the Mutual Benefit Department to the necessity of accompanying their remittance by the assessment slip or slips covered, properly signed. Unless this is done, we cannot be responsible for the failure of remitters to receive proper credit, as there have been a number of instances where remittances have been received at this office unaccompanied by anything to indicate the remitter, and notices have been published in this column, but we have not up to this time succeeded in locating one of the remitters and, consequently, all are held pending a claimant.

PHYSICAL CULTURE.

The statement of claims, published in the January number, was undoubtedly interesting to the membership. Telegraphers are generally looked upon by the Accident Insurance Companies as preferred risks, but with mortuary insurance it is different. The records will show that as many tele-

graphers lose their lives from close confinement in the office as there are men lost by accidents in the train service. If forfeiture of life in pursuit of one's calling is heroism, the engine man at his post of duty must hand the laurels to the telegrapher.

Lung disease is the bane of the telegrapher. This undoubtedly comes from a failure to use any large part of the lung surface when in the act of breathing. Close attention to the sounder and the position at the desk induces a habit of getting along with as slight inhalation as possible. It has been said by competent authority that few people use more than ten per cent of their lung capacity. The fact that the lungs are an important function in attracting vitality from the atmosphere and the direct source of nervous energy, is not generally known or appreciated outside of the colleges.

Where a man or woman once gains the knowledge of the immense vitality to be drawn from the atmosphere by a larger use of the lung function, a correct habit of breathing is induced, thereby causing the person to become immune from ordinary disease, and making them a better life insurance risk by increasing their chances for longevity. To demonstrate this, let the man or woman who is feeling the effects of close confinement, go out where the sun is shining and air moving, and indulge in, say fifty deep respirations. The result will be apparent at once, and the more it is practiced the better the effect.

If telegraphers could be induced to take lung exercises at every opportunity, their physical condition would improve so much that the death rate in the Mutual Benefit Department would be considerably lessened.

Gleanings

Low wages are due, not to your incapacity to produce wealth, but to your incapacity to organize labor.—*Tillett.*

* * *

The French navy is said to be installing a system of wireless telegraphy between the lighthouses along the French coast.

* * *

In Omaha's Labor Temple are thirty-seven different labor unions. The temple has six halls and certain nights all of them are occupied.

* * *

Congressman Sulzer, of New York, has introduced a bill in Congress providing that eight hours shall constitute a legal day's work in the United States.

* * *

Thank God we have a system of labor where there can be a strike. Whatever the pressure, there is a point at which the workman may stop.—*Abraham Lincoln.*

* * *

Love of one another—that the pathway of life be made as pleasant as possible for all mankind—is the great moving force which will bring proper earthly conditions for the human race.

* * *

The fellow who dwells within his little eight by ten creed can see the whole thing at a glance, but the man on the high hill of truth realizes there is much that lies beyond the range of his vision and the power of his comprehension.

* * *

According to the action of Congress, recently, none but union men will print our next census. Congressman Hopkins, of Illinois, declared "There is not a rat office

in America which can do the work." And none will have a "shake" at it.

* * *

What pastor in any great city can put his hand on the causes of sin and not say that fully one-half of these sins come from frightful poverty or an over-abundance of wealth—or from efforts to escape the one or acquire the other?—*John Brisbane Walker.*

* * *

The fight against the New York *Sun* is still being waged with great bitterness by organized labor despite the court injunctions. It is hinted that powerful capitalistic interests are backing the *Sun*, and also that some of the other daily papers are secretly supporting the *Sun* in order to break the power of the Typographical Union.

* * *

The minimum legal wage law is now in operation in the colony of Victoria, Australia. Under the law no employer can offer an employe—nor can an employe accept—less than the stipulated rate, which varies for different occupations. For instance, journeymen bakers must receive at least 25 cents an hour, while their apprentices must receive at least \$1.25 per week.

* * *

About fifty-two per cent of the population of the United States is termed as the poor, about thirty-nine per cent the middle class and nine per cent the rich. The rich (the nine per cent), hold seventy-one per cent of the values of the country. The middle class (the thirty-nine per cent) have twenty-six per cent of the wealth of the country. There are 4,047 millionaires in the country who own \$12,000,000,000, or about one-fifth of our entire property.

Labor unions are composed of men who have brains and skill, but who are deficient in the money grabbing quality, and if they do not combine to protect themselves they will be driven under the lash of taskmasters and will thus lose that independent manhood which makes the American citizen what he is to-day. The more we elevate labor, the more self-respect we make the men who make the nation.—*Union Labor Bulletin.*

* * *

A New York stage company is trying an electric automobile omnibus with a view of superceding the present horse coach by the adoption of some such method of transportation on Fifth avenue. The trial vehicle weighs 5,000 pounds, seats fourteen persons, inclusive of the roof capacity, and can be run at varying speeds. During its trial persons will be at liberty to ride in it on payment of the regular five-cent fare, which will be collected by a conductor.

* * *

There are 19,914 locomotives at work on the railways of the United Kingdom, and each of these on an average runs 19,096 miles in a year, and earns for this £4,573, so that each mile the locomotive runs its gross receipts are about 4s. 9d. Like the human factor in all industries, the locomotive to-day is doing more than that of ten years ago, but, unlike the human factor, engines are now earning less; the 15,924 locomotives then on the railway each ran 19,035 miles, and earned £4,929 per annum. If, therefore, we take the cost of an average locomotive at £2,700, it is found that she earns in gross receipts her total cost in seven months; but the profits are quite another matter.

* * *

The rapid increase of the price of steel rails is illustrated in the fact that two railroad companies recently exchanged old rails for new ones and received one dollar per ton in return for their old ones. In other words, since these companies had ordered new rails some time ago the price of

steel rails had advanced to such an extent that the old rails are worth more on the market than the new ones were bargained for. When the delivery was made of the new rails the railroad companies were able to exchange old steel in return and yet receive one dollar per ton besides. This is an incident that is not often recorded in any of the marts of the world.

* * *

V. A. Riton, superintendent of the Scioto Valley Division of the Norfolk & Western Ry., has established a question box at Division headquarters in Kenova, Pa., and trainmen are invited to place therein any question they may desire to ask with reference to rules and other matters pertaining to the service. These questions need not be signed by the men unless they so desire, but may be written and placed in the box without signature of writer. These questions will be taken from the box each week and answers thereto posted upon the bulletin boards for the information of all concerned, and from the weekly bulletin the writer of the question will be able to receive his answer.

* * *

The Texas anti-trust law, which went into effect on January 31st, does not exempt labor organizations from its operations. The Labor Unions of the State are considerably aroused over the situation confronting them. Representatives of the Order of Railroad Telegraphers called on Attorney General Smith for an opinion as to whether their organization came in conflict with the provisions of the new law. In response to the direct question, Attorney General Smith gave them a written opinion to the effect that there is nothing in the law prohibiting employes from contracting with their employers to work at stipulated salaries or scale of wages. The Attorney General did not pass upon the question whether it would be in violation of the law for labor unions to seek to prohibit men from working at the same employment at less than the union wages.—*Exchange.*

PERSONAL MENTION

BORN.—To Bro. and Mrs. L. H. Woolsey, of Swallows, Colo., a daughter.

BORN.—To Bro. and Mrs. Seward S. Morris, Pontoosuc, Ill., a fine nine-pound boy, on January 12th.

BORN.—To Bro. and Mrs. W. L. Yeates, of Mathison, Miss., an eleven-pound boy, on New Year's night.

BORN.—A dandy little girl to Bro. and Mrs. W. A. Melbourne, at Tuscola, Ill., on December 19th. Bro. Melbourne is a member of Rocky Mountain Division, No. 77.

BORN.—To Bro. and Mrs. J. J. Carrol, of Carrier, Pa., a fine O. R. T. boy, on January 3. Bro. "JC" says he wears a new "lapel button" and is doing well.

BORN.—To Bro. and Mrs. C. E. Garrison, at Kansas City, a girl, on January 16. Bro. Garrison is employed by the Santa Fe at Albuquerque, N. M.

BORN.—To Bro. and Mrs. Thomas Hawkins, of Amagansett, R. I., a fine eight-pound O. R. T. boy. Bro. Hawkins is agent for the L. I. R. R. at College Point, and enjoys a host of friends, who, through the columns of THE TELEGRAPHER, unite in sending congratulations.

BORN.—To Bro. and Mrs. J. C. Disler, on Sunday, January 28, at Betzum, O., a fine ten-pound O. R. T. boy.

MARRIED.—Bro. J. F. Webb to Miss Ursula Anderson, at Harbour au Bouche, N. S., on January 19. Bro. Webb enjoys a host of friends on the I. C. Ry. THE TELEGRAPHER extends congratulations.

WANTED.—Present address of J. P. Bates. Was working on the West Pennsylvania Division of the P. R. R. about six years ago. His friends at Lucisco, Pa., would like to communicate with him.

MARRIED.—Bro. R. F. Hatch to Miss Katherine Bender, at Rockledge, Florida, on January 20. Bro. Hatch is a member of the Grand Division. They will be at home to their friends after January 21 at Hotel Indian River, Rockledge, Fla. Congratulations.

DIED.—Bro. Chas. Robosky, of Warren, Ohio, died January 3, after a long illness, from consumption. He leaves an orphan sister to mourn his loss. Bro. Robosky was an honored member of the Erie Railway System Division, No. 42. The telegraphers extend condolence.

WANTED.—Present address of Bro. J. C. White, formerly of Sparta, Mich., C. & W. M. Ry.

A. T. LANDRY,
A. L. S. & T. Division, No. 39.
Saginaw, Mich.

WANTED.—Present address of Timothy Kain. When last heard of was working on the C. P. R. west of Brandon, some twelve years ago. Anyone knowing his whereabouts will confer a favor by notifying the undersigned.

J. O. QUILTY,
Barnaby River, N. B.

WANTED.—Address of D. R. Finley, formerly of La Bette, Kans.

L. D. McCox, I. S. & T.,
Selma, Kans.

WANTED.—Present address of J. V. Davy, telegrapher. Last heard of at Victor, Colo., with F. & C. R. R. Any one knowing present address, kindly advise. Jack, if you see this, write.
C. O. DAVY,
Oxford, Idaho.

WANTED.—Information—Bro. C. P. Zoellner, Cimarron, Colo., would like to hear from some of the Brothers in regard to a remedy for Telegraphers' Paralysis.

WANTED.—A second-hand typewriter, a genuine bargain. Give lowest price and full particulars. OPERATOR, S. F. P. Ry.,
Yampai, Ariz.

WANTED.—Address of Bro. C. F. Merchant. Last heard of was working on the B. R. & P. last December. "KO," if this comes to you, write. "John Peg" is here and would like to hear from you.

C. P. LERCH,
Lanes Mills Jct., Pa.

WANTED.—To exchange a job as operator and cashier in town of 3,000, in Northern Texas, with some brother in West Texas, New Mexico, or Arizona.

Address, G-10, care O. R. T.,
St. Louis, Mo.

WANTED.—Will make it an object for any brother informing me of an opening for a first-class combination telegraph operator and lineman in the West or Southwest.

WM. A. VANSCHOYKE,
Ligonier, Ind.

WANTED.—Anyone knowing the whereabouts of P. S. Stauffer, last heard of was

working in Northwest, will greatly oblige his wife by sending his address to Mrs. Clara Stauffer, box 44, Winslow, Ariz.

WANTED. Address of C. H. Gaffney, at one time a telegrapher; last heard from was in New Jersey. If you see this, Gaff, drop me a line.

H. Y. LONDEN,
Larchmont, N. Y.

MARRIED. At Billings, Mont., January 27, 1900, Bro. H. W. Cantrill to Miss Anna L. Campbell, of San Francisco, Cal. Bro. Cantrill is operator for the Northern Pacific Railway at Billings, and one of our most earnest workers in the Order. The happy couple have the best wishes of their many friends.

Bro. M. A. Stone, of Little Rock, Ark., a worthy member of Missouri Pacific Railway System Division, No. 31, is a candidate for County Clerk of Pulaski County, Ark., in which county the city of Little Rock is located. THE RAILROAD TELEGRAPHER recommends Bro. Stone to the citizens of Pulaski County, and asks for him their favorable consideration and support.

CORRECTION.—In the January number we published a poem written by the daughter of Bro. S. L. Breckenridge, locating him at Crookston, Colo., on the D. & R. G. This was in error, as Bro. Breckenridge is located at Crook, Colo., on the Colorado Division of the Union Pacific.



MISCELLANY

THE REVISED D. & R. G. RAILWAY SCHEDULE.

The oldest Telegraphers' schedule in existence is that of the Denver & Rio Grande Railroad, it being dated February 1, 1892. It has been revised recently by the General Committee, which body concluded its labors on January 3d. The officials treated the Committee very courteously and harmony and good will prevailed throughout the sitting.

The Denver & Rio Grande has always been fortunate in having broad-minded and capable men on its official staff, which accounts for that property being in the splendid condition it is to-day. Following is a copy of the schedule:

*The Denver & Rio Grande Railroad Co.,
Office of President and General Manager:*

The following rules and rates of pay will govern the employment and control of Train Dispatchers and Telegraphers upon the lines of this Company.

When additional telegraph positions are created, compensation will be fixed in conformity with positions of the same class as shown on this schedule.

E. T. JEFFREY,
President and General Manager.

DENVER, COLO.,
January 1, 1900.

ARTICLE 1.—The salary of all Train Dispatchers and Telegraphers shall be in accordance with this Schedule.

Any person performing the duties of Telegrapher at any telegraph station, whether termed Agent, Assistant Agent or otherwise shall be considered a Telegrapher.

ARTICLE 2.—Eight hours actual dispatching, and the time required to make transfer,

shall constitute a day's work for Train Dispatchers.

Train Dispatchers shall not be required to work regularly more than eight hours per day at actual dispatching. If required to work more than eight hours, they shall receive overtime pro rata.

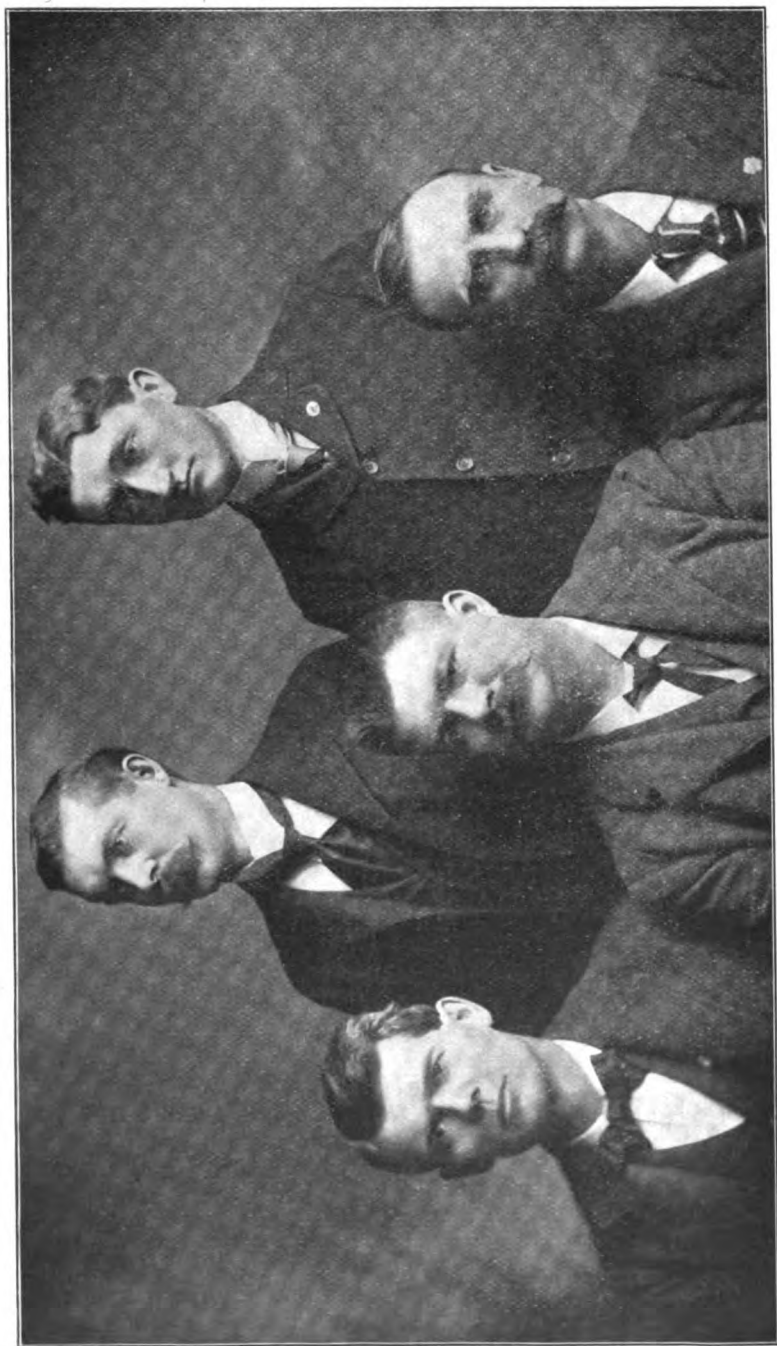
ARTICLE 3.—At offices where only one Telegrapher is employed, he will also be office manager, and twelve consecutive hours, including meal hours, shall constitute a day's work.

At offices where one day and one night Telegrapher is employed, the day Telegrapher will be office manager, and twelve consecutive hours, including meal hours, shall constitute a day's work.

At offices where more than two Telegraphers are employed, division officer will appoint office manager, and ten consecutive hours, including the meal hour, shall constitute a day's work.

ARTICLE 4.—Telegraphers shall be allowed a meal hour between six (6) a. m. and eight (8) a. m., and between twelve (12) noon and two (2) p. m., and between six (6) p. m. and eight (8) p. m., and between twelve (12) midnight and two (2) a. m. When they cannot be excused for meals during the prescribed meal hours, they will receive one hour overtime pro rata, but not less than twenty-five (25) cents per hour, and be allowed thirty minutes for lunch, as soon as practicable.

ARTICLE 5.—Telegraphers kept on duty after regular hours will receive overtime pro rata, but not less than twenty-five (25) cents per hour, or when called to the office by proper authority for any purpose before or after regular hours, shall be paid fifty (50) cents for each call, except where telegraphers



L. A. PARKHURST.
J. S. HILL.
GENERAL COMMITTEE D. & R. G. R. R.
A. H. WASSON.
L. A. TANQUARY.
R. P. RUBIN.

raphers live in the depot they shall receive twenty-five (25) cents for each call, and if kept on duty longer than one hour shall receive overtime pro rata, but not less than twenty-five (25) cents per hour after the first hour.

When claims for overtime are disallowed, notification will be given by proper officials, stating reasons.

ARTICLE 6.—When Telegraphers are taken from their offices for service at wrecks, washouts, slides, fires or on snow plows, they will receive two dollars and fifty (\$2.50) per day; ten consecutive hours to constitute a day's work; then receive thirty-five cents (35) per hour for overtime worked, and no other compensation, time to be computed from time they start until they return, provided they shall not receive pay between 7 p. m. and 7 a. m., if excused by proper authority, where they can secure sleeping accommodations.

ARTICLE 7.—In computing overtime under this Schedule, less than thirty minutes shall not be counted. Thirty and less than sixty minutes shall be counted one hour.

ARTICLE 8.—All Telegraphers will be regarded as in line of promotion—advancement depending on faithful discharge of duty and capacity for increased responsibility. Where merit is equal, seniority will have the preference.

Division rights shall prevail, except Telegraphers on the Second and Third Divisions will have joint rights on those Divisions. Denver General Telegraph Office will be open to Telegraphers from all Divisions, subject to the approval of the Superintendent of Telegraph, as per the first clause of this Article.

ARTICLE 9.—When a Telegrapher is transferred by order of the Company, he will be given free transportation for himself and family, and effects, not to exceed one standard gauge car load, and will be allowed regular pay while in transit, rate of pay to be based upon position he is leaving.

ARTICLE 10.—A Telegrapher procuring employment with this Company will, upon request, have returned to him all service cards and letters of recommendation which have been submitted for investigation.

Copies of same being left in lieu thereof if required.

Upon leaving the service of the Company, he will receive a letter from the proper official, stating term of service, capacity in which employed, and whether discharged or leaving of his own accord. If discharged, cause of dismissal to be specifically stated.

ARTICLE 11.—Telegraphers will be allowed such reduction in hours of service on Sundays as circumstances will permit.

When absent from regular duty on Company business, they will be paid their fixed salary and two dollars (\$2.00) per day for expenses.

ARTICLE 12.—All charges against Telegraphers must be made in writing. They shall have an investigation by their immediate superior officer before being dismissed, and may select a fellow Telegrapher to represent them at the hearing. A copy of the testimony taken at such investigation will be furnished on request of the employe.

If after said investigation the Telegrapher is suspended, his suspension shall date from the time he is relieved.

If upon investigation the employe is relieved of the charges against him, he shall receive full pay from time removed until reinstated. In case any Telegrapher is suspended or dismissed, or otherwise punished, for reasons which he considers unjust, he shall have the right to appeal his case.

SCHEDULE.

Pueblo, Dispatchers, \$140.00.
 Salida, Dispatchers, \$140.00.
 Alamosa, Dispatchers, \$130.00.
 Pueblo, Wire Chief and Managers, \$100.00.
 Salida, Wire Chief and Managers, \$100.00.
 Denver (General Telegraph Office), Manager, \$95.00; telegraphers, \$85.00.
 Denver (Union Depot), day telegrapher, \$80.00; night telegrapher, \$80.00.
 Denver (Local Freight Office), day telegrapher, \$75.00; night telegrapher, \$75.00.
 Burnham, Agent, \$90.00.
 Fort Logan, Agent, \$67.50.
 Littleton, Agent, \$75.00; night telegrapher, \$65.00.

- Sedalia, Agent, \$67.50; night telegrapher, \$65.00.
- Castle Rock, Agent, \$75.00; night telegrapher, \$65.00.
- Larkspur, Agent, \$67.50; night telegrapher, \$65.00.
- Palmer Lake, Agent, \$75.00; night telegrapher, \$65.00.
- Monument, Agent, \$70.00.
- Husted, Agent, \$70.00; night telegrapher, \$65.00.
- Pikeview, Agent, \$67.50.
- Colorado Springs, day telegrapher, \$100.00; night telegrapher, \$80.00.
- Colorado City, Agent, \$75.00.
- Manitou, Agent, \$90.00.
- Kelker, day telegrapher, \$67.50; night telegrapher, \$65.00.
- Fountain, Agent, \$67.50.
- Buttes, day telegrapher, \$67.50; night telegrapher, \$65.00.
- Wigwam, Agent, \$67.50.
- Eden, day telegrapher, \$67.50; night telegrapher, \$65.00.
- Pueblo, Division Office, day telegraphers, \$80.00; night telegraphers, \$80.00.
- Pueblo, Yard Office, day telegrapher, \$80.00; night telegrapher, \$80.00.
- Joy, day telegrapher, \$67.50; night telegrapher, \$65.00.
- Riverton, night telegrapher, \$65.00.
- Swallows, Agent, \$67.50; night telegrapher, \$65.00.
- Beaver, day telegrapher, \$65.00; night telegrapher, \$65.00.
- Florence, day telegrapher \$75.00; night telegrapher, \$75.00.
- Canon City, day telegrapher, \$75.00; night telegrapher, \$75.00.
- Parkdale, Agent, \$65.00; night telegrapher, \$65.00.
- Echo, night telegrapher, \$65.00.
- Texas Creek, day telegrapher, \$65.00; night telegrapher, \$65.00.
- Cotopaxi, Agent, \$80.00; night telegrapher, \$65.00.
- Howard, Agent, \$65.00; night telegrapher, \$65.00.
- Cleora, day telegrapher, \$67.50; night telegrapher, \$67.50.
- Bessemer Junction, day telegrapher, \$70.00; night telegrapher, \$70.00.
- San Carlos, Agent, \$67.50; night telegrapher, \$65.00.
- Salt Creek, Agent, \$67.50; night telegrapher, \$65.00.
- Graneros, Agent, \$70.00; night telegrapher, \$65.00.
- Larimer, day telegrapher, \$67.50; night telegrapher, \$65.00.
- Huerfano, Agent, \$67.50; night telegrapher, \$65.00.
- Apache, day telegrapher, \$67.50; night telegrapher, \$65.00.
- Cuchara, Agent, \$80.00; night telegrapher, \$70.00.
- Walsenburg Junction, day telegrapher, \$67.50; night telegrapher, \$65.00.
- Walsenburg, day telegrapher, \$77.50; night telegrapher, \$65.00.
- La Veta, Agent, \$77.50; night telegrapher, \$65.00.
- Rouse Junction, Agent, \$70.00; night telegrapher, \$65.00.
- Pryor, Agent, \$67.50.
- Santa Clara, Agent, \$80.00.
- Chicosa, Agent, \$70.00; night telegrapher, \$65.00.
- Trinidad, day telegrapher, \$75.00.
- Salida Division, Office, day telegrapher, \$90.00; night telegrapher, \$90.00.
- Salida Depot, Office, day telegraphers, \$80.00; night telegraphers, \$80.00.
- Brown's Canon, day telegrapher, \$67.50; night telegrapher, \$67.50.
- Buena Vista, day telegrapher, \$80.00; night telegrapher, \$75.00.
- Riverside, day telegrapher, \$67.50.
- Granite, Agent, \$75.00; night telegrapher, \$67.50.
- Malta, day telegrapher, \$70.00; night telegrapher, \$70.00.
- Arkansas Valley Junction, day telegrapher, \$67.50.
- Leadville, day telegrapher, \$80.00; night telegrapher, \$77.50.
- Ibex, Agent, \$77.50.
- Kokomo, Agent, \$77.50.
- Tennessee Pass, Agent, \$77.50; night telegrapher, \$77.50.
- Pando, Agent, \$67.50; night telegrapher, \$67.50.
- Red Cliff, Agent, \$85.00; night telegrapher, \$67.50.

- Minturn, day telegrapher, \$70.00; night telegrapher, \$70.00.
 Wolcott, Agent, \$85.00; night telegrapher, \$67.50.
 Eagle, Agent, \$75.00; night telegrapher, \$67.50.
 Gypsum, Agent, \$75.00; night telegrapher, \$67.50.
 Shoshone, day telegrapher, \$67.50.
 Glenwood, day telegrapher, \$80.00; night telegrapher, \$75.00.
 Carbondale, Agent, \$80.00.
 Aspen, day telegrapher, \$100.00; night telegrapher, \$90.00.
 Poncha Junction, Agent, \$67.50.
 Mears Junction, Agent, \$67.50; night telegrapher, \$67.50.
 Poncha Pass, day telegrapher, \$77.50.
 Villa Grove, Agent, \$80.00; night telegrapher, \$67.50.
 Orient, Agent, \$77.50.
 Moffat, Agent, \$67.50.
 Hooper, Agent, \$67.50.
 Mosca, Agent, \$67.50.
 Marshall Pass, day telegrapher, \$77.50; night telegrapher, \$75.00.
 Sargent, Agent, \$85.00; night telegrapher, \$67.50.
 Parlin, Agent, \$67.50.
 Gunnison, Agent, \$100.00; day telegrapher, \$80.00; night telegrapher, \$75.00.
 Crested Butte, day telegrapher, \$77.50.
 Iola, Agent, \$67.50.
 Sapinero, Agent, \$75.00.
 Lake City, Agent, \$85.00.
 Cimarron, Agent, \$80.00.
 Cerro Summit, day telegrapher, \$75.00.
 Cedar Creek, day telegrapher, \$67.50.
 Montrose, day telegrapher, \$80.00.
 Ridgway Junction, day telegrapher, \$75.00.
 Ouray, day telegrapher, \$77.50.
 Olathe, Agent, \$67.50.
 Delta, day telegrapher, \$75.00.
 Whitewater, Agent, \$67.50.
 Grand Junction, day telegrapher, \$80.00; night telegrapher, \$80.00.
 Alamosa Division, Office, day telegrapher, \$80.00.
 La Jara, Agent, \$77.50.
 Antonito, Agent, \$80.00.
 Sublette, day telegrapher, \$70.00.
 Osier, day telegrapher, \$70.00.
 Cumbres, day telegrapher, \$77.50.
 Chama, day telegrapher, \$70.00.
 Monero, Agent, \$70.00.
 Lumberton, Agent, \$75.00.
 Pagosa Junction, Agent, \$70.00.
 Ignacio, Agent, \$70.00.
 Durango Frt. Office, day telegrapher, \$90.00.
 Durango Pass. Depot, day telegrapher, \$75.00.
 Silverton, Agent, \$100.00.
 Tres Piedras, Agent, \$70.00.
 Embudo, Agent, \$70.00.
 Espanola, Agent, \$85.00.
 Monte Vista, Agent, \$85.00.
 Del Norte, Agent, \$80.00.
 Wagon Wheel Gap, Agent, \$70.00.
 Creede, day telegrapher, \$75.00.
 Garland, Agent, \$70.00.
 Wagon Creek Junction, Agent, \$70.00.
 La Veta Pass, day telegrapher, \$77.50.
 Santa Fe, day telegrapher, \$75.00.

KINDLY ACKNOWLEDGMENTS.

EDITOR TELEGRAPHER:

The attached copy of resolutions received by me as Chairman of the Telegraphers' Committee, is self-explanatory. The Telegraphers' Committee wish, through the columns of our official organ, to acknowledge the receipt of the same and assure our friends that the joint meeting of Committees referred to was mutually profitable and pleasant, and we agree with them that the spirit in which we came together is the correct one, and we shall always endeavor to be worthy of their utmost confidence in us as an organization, and we stand ever ready to perpetuate true federation.

Yours in S. O. & D.,

R. P. RUBIN,
General Chairman.

SALIDA, COLO., Feb. 2, 1900.

DENVER, COLO., January 26, 1900.

To Chairman of General Committee of Railroad Telegraphers of the D. R. G. System:

At a joint meeting of the Joint Protective Board of B. of L. E. and B. of L. F. of the D. & R. G. System, held in Denver, January 26, 1900, it was resolved that we extend our thanks to the Order of Railroad Telegraphers, D. & R. G. System, for their kind offers, advice and support at our recent

meeting in Denver, December, 1899. Be it further

Resolved, That we, recognizing the good feeling that predominated at this meeting with the Order of Railway Telegraphers, B. of L. E. and B. of L. F. in Denver, as the fundamental principle to further the interests of our organizations.

We hope that our future dealings with one another will solidly cement this feeling. Be it further

Resolved, That a copy of these resolutions be spread on our minutes.

Faternally yours,

COM. OF B. OF L. E.

COM. OF B. OF L. F.

A VOLUNTARY INCREASE IN PAY.

The Telegraphers of the Kansas City, Ft. Scott & Memphis R. R. received a substantial raise in pay on last New Year's day and in addition were granted extra pay for overtime and other valuable concessions. The following is a copy of a circular sent out establishing rules relating to employees of the telegraph department:

Kansas City, Fort Scott & Memphis Railroad Company. Kansas City, Clinton & Springfield Railway Company. Current River Railroad Company:

GENERAL SUPERINTENDENT'S CIRCULAR,
No. 177.

Taking effect January 1, 1900.

ARTICLE 1.—No employe of the Telegraph Department shall be dismissed or suspended from the service of the Company without just cause. In case an employe believes his discharge or suspension to have been unjust, he shall make a written statement of the facts in the case and submit it to his superior officer, the Superintendent or Superintendent of Telegraph, as the case may be, who will investigate the case in question and, when practicable, such investigation shall be made within ten (10) days from the time of the receipt of the communication from said employe, and in case the aforesaid discharge or suspension is decided to have been unjust, he shall be reinstated and paid full time for all lost time on said account. In case the decision is not satisfactory, the employe shall have the right to appeal from the Superintendent to

the General Superintendent, and through him to the General Manager, or from the Superintendent of Telegraph to the General Manager. Any grievances that may arise on the part of an employe shall be presented in writing to the proper officer by the party aggrieved within ten (10) days of its occurrence. No attention will be paid to grievances unless presented in writing within the time specified. In case of intoxication or insubordination dismissal shall follow without a hearing.

ARTICLE 2.—At relay telegraph offices where more than two (2) operators are employed exclusively for telegraph service, twelve (12) hours will constitute a day's work, and meal hours shall be so arranged that at least one (1) operator will be on duty at all times.

ARTICLE 3.—At offices where two (2) operators are employed, twelve (12) hours, including meal hours, will constitute a day's work. If kept on duty by proper authority more than twelve (12) hours, exclusively for telegraph service, operators will be paid overtime pro rata.

ARTICLE 4.—At offices where but one (1) agent and operator, or operator, is employed, twelve (12) hours will be considered a day's work, the Company reserving the right to arrange the hours at points where service is light so that early and late trains will receive proper attention, it being understood that in cases of early or late trains, or light business, the total time required for duty will not exceed twelve (12) hours per calendar day. If agents and operators, or operators, are required by proper authority to remain on duty more than twelve (12) hours, as above provided, they will be allowed overtime pro rata. If an operator or agent and operator is called for special service after being excused by Dispatcher, he will be allowed twenty-five (25) cents for the call. If kept on duty more than sixty minutes, overtime thereafter will be allowed as per Article 5.

ARTICLE 5.—In computing overtime, excepting as provided in Article No. 4, less than thirty (30) minutes will not be counted. Thirty (30) minutes and less than sixty (60) minutes will be counted as one (1) hour. Overtime will not be allowed unless

same is reported in writing to the Superintendent or Superintendent of Telegraph within twenty four (24) hours from the time the service is performed.

ARTICLE 6.—Agents and operators, or operators, attending court, or otherwise absenting themselves on other business for the Company, will be allowed full time at their regular rate of pay and their necessary expenses during such service.

ARTICLE 7.—Operators in the Telegraph Department leaving the service of the Company will be furnished with a letter, stating cause of leaving, such letter to be signed by the proper official.

ARTICLE 8.—Promotions and preferments will be based on merit, and the general record of men, and not entirely upon their age or duration of service. Evidence of willingness of the employe to serve the best interest of the Company at all times in whatever capacity assigned, as well as economy and care for Company's property while under his control, will always be considered as meriting reward. Individual ability and merit in all branches of the service will be encouraged.

Approved:

EDWARD S. WASHBURN,
President and General Manager.
R. R. HAMMOND,
General Superintendent.
H. C. SPRAGUE,
Superintendent Telegraph.

Such an agreement on the part of the officials shows a disposition to be fair and makes a good foundation for the Telegraphers to build upon. The first sentence in Article 1, "No employe of the Telegraph Department shall be dismissed or suspended from the service of the Company without just cause," covers a point that has been fought over many times in the past. That it has been voluntarily conceded by this Company shows the necessity and propriety of such an arrangement.

Conceding all credit due the Company for its actions in the matter, the fact remains that such stipulations are more likely to be lived up to when mutually arranged and agreed to between the management and the

representatives of the men. When the negotiations are concluded peace reigns for awhile and the men are secure with the concessions gained. The following circular letter illustrates the point:

OFFICE OF TRAINMASTER.

AMORY, MISS, January 15, 1900.

To All Dispatchers, Agents and Operators:

Beginning at once, agents and operators, and operators will report to dispatcher immediately when coming on duty in morning and before going off duty at night. Dispatcher will make record of time on train sheets. Overtime of agents and operators will be computed from this record. It is our desire not to keep agents and operators on duty over twelve (12) hours per day. Where agents are required to meet early and late trains which would require their being on duty over twelve (12) hours, they will be excused at some time during the day long enough so as to not make over twelve (12) hours actual service per day. Agents and operators must in no case absent themselves from duty without permission from the dispatcher.

Unless otherwise directed, agents' hours will be as follows:

Where there are day and night offices, continuous service is required.

At stations between Memphis and New Albany, from 7 a. m. to 12, noon, 1 p. m. to 6 p. m., and from 7 p. m. to 9 p. m.

Wallerville and Blue Springs, from 7 a. m. to 12, noon, 1 p. m. to 6 p. m. and from 8 p. m. to 10 p. m.

Sherman and Bells, from 6:30 a. m. to 12, noon, 2 p. m. to 6 p. m. and from 8 p. m. to 10:30 p. m.

Stations between Tupelo and Birmingham, from 7 a. m. to 12, noon, 1 p. m. to 6 p. m. and from 7 p. m. to 9 p. m.

Agents and operators will, before stopping for meal hours allowed, get permission from dispatcher, who will have authority to change meal hours for the day to suit the services. Operators and agents will not be held until twelve (12) hours is up unless needed.

H. A. FORD,
Trainmaster.

It is safe to say that no committee would agree to any such provisions, nor is it likely that a General Manager would insist on them. There is only one way to adjust such matters satisfactorily, and that is by organization and a proper system of representation.

A VITAL QUESTION.

AMONG all the hotch potch of reforms advocated by divers cliques of the sovereign people there is none worthier of consideration than the land question. It must be remembered that air, water, and land are the three prime necessities for the continuance of human life, and that if any one or more of these prime necessities is monopolized for private gain it means trouble and disorder as long as the condition lasts. The following resolutions have been adopted by the Chicago Federation of Labor, touching upon a question which is of vital importance to the working people of the country:

Whereas, One-third of the entire area of the United States, exclusive of Alaska, is comprised within the public domain, and still belongs to the people; and

Whereas, The reclamation and settlement of this vast territory would give employment and a chance to get a home on the land to a multitude of American workers; now, therefore, be it

Resolved, By the Chicago Federation of Labor,

First: That all the remaining public lands of the United States should be sacredly held for the benefit of the whole people, and that no grants of the title to any of these lands should ever hereafter be made to any but actual settlers and home-builders on the land.

Second: That the public grazing lands should be leased in limited areas to settlers on adjacent lands, title to remain in the Federal Government until actual settlement, and the revenues from rentals to go to the State to be used for the reclamation of the irrigable arid lands.

Third: That the Federal Government should build storage reservoirs to save the flood waters that are now wasted, and

should whenever necessary build the irrigation works required for the reclamation and settlement of the arid public lands.

And whereas, the foregoing policy is advocated by the National Irrigation Association, as embodied in its constitution, and the object of said association is to bring about its adoption by the Federal Government,

Now, therefore, be it further resolved, that we believe it would be enormously beneficial to the interests of labor that said policy should be adopted, and that all labor organizations should co-operate with the National Irrigation Association to accomplish this result.

Resolutions similar to the foregoing were adopted by the Illinois State Federation of Labor at their annual convention at Danville, Ill., in October, 1899, and by the National Building Trades Council of America at their annual convention at Milwaukee, Wis., in January, 1900.

Every labor organization in the United States is asked to co-operate by adopting similar resolutions, and communicating them to the National Irrigation Association, 1701 Fisher Building, Chicago, Ill.

THE MAKING OF A RAILROAD MAN.

R. J. T. HARAHAHAN, General Manager of the Illinois Central Railroad, writes an interesting article under the above caption in a recent issue of the Philadelphia *Saturday Evening Post*. It contains so many valuable hints that we produce a part of it for the benefit of those who wish to get along in the world. Very few of us can become general managers, but all can appreciate the difficulties to be met and the kind of material it takes to make a successful one.

"The men who will step into the higher executive positions of the railway service will have a different training from that of the veterans preceding them. To-day comparatively few of the superintendents, general superintendents and general managers of railways have come from the technical schools. Their training has been practical, not theoretical, and their knowledge of the scientific principles governing the construc-

tion, maintenance and operation of railroads has been gained by hard knocks. They know that certain things must be done in a given manner to secure a certain result; but only a small proportion of them are able to go deep down to the scientific basis of the problem and give a clear analysis of the whys and wherefores of the question. It is in this respect that I see the signs of a decided change in the processes which go into 'the making of a railroad man.'

"The time will never come when a man will be able to stand in a high position in the operating branch of a railway and discharge the duties of such a position in a manner to deserve the praise signified in the phrase 'a good railroad man' without having a clear, practical and first-hand knowledge of the details of railroad work from its fundamentals to its most complicated processes. He must be practical at every step, and that implies that he must work up from the bottom and himself take the steps in which he is to direct others. From the standpoint of the railway executive nothing can take the place of experience. Of that we may rest assured.

"On the other hand, there is nothing so practical as real science, which goes down into principles and causes. The whole tendency of the present is to master fundamental principles, to learn why and how certain causes produce certain results. It is no longer sufficient for the executive man engaged in railway work, more than in any other line of human effort, to know that doing something in a given manner will give a desired effect. He must be master of the principles of the operation, or he is liable to serious mistakes, and is handicapped at every turn. Therefore, in my opinion, the men who are to be the future executives of the operating, as distinguished from the financial, branch of railroading, will stand on the foundation of a thorough scientific or technical training. And they will be the more practical for that kind of schooling, provided that they do not attempt to jump over the hard, practical details of what may seem to them the humble and possibly vulgar parts of railroading.

"If I were hard pushed for a definite statement of my ideas of the steps a young man should take to become the general manager of a railroad, I should certainly reply by going a little into the field of personality. I take it that a man will carefully consider anything which vitally relates to so important a matter as the life career of his own son; and it happens that I have a son whom I hope to see in the position of general manager of a railroad. This circumstance brought home to me, in the most serious and personal manner possible, the question just proposed, and I answered it by sending the young man, after he had obtained a good general education, to a first-class technical school. When he was graduated from this institution, he was well grounded in the theory of mechanical and civil engineering. Of course, it might have seemed pleasanter to him to have at once stepped into a position of some dignity and responsibility. But a genuine railroad man is not made by high jumps, particularly at the beginning of his career. He joined a surveying party in the humblest capacity, and 'carried chain' for many months. When fitted by experience for his first promotion, he was given a transit and the other surveying instruments, and took a more responsible part in laying out a new line of railroad. Before this experience was over, he knew something about how the roadbed of a railway is planned and constructed.

"Then, for the sake of broadening his experience, he was transferred to the shops. There he put on a mechanic's apron, was assigned a lathe and bench, and gradually learned, by hard and honest labor, the practical side of locomotive and car construction. All this time he was being brought into constant contact with the working force of the road—the surveyors, the navvies of the gravel train, the bridge builders, the section hands, the conductors, engineers and firemen, the machinists and the mechanics in every department of car and locomotive building. With many of these he naturally and inevitably established associations of fellowship which gave him a close insight into their lives, and enabled

him to see the problem from their viewpoint. After a protracted experience in the shops, he was offered a position as roadmaster in the service of an Eastern line. Here was his opportunity to bring into play a new faculty—that of getting others to do things, and to do them in accordance with his ideas as expressed in orders and suggestions.

"He won the confidence and approval of his employers in his first executive position. I knew that he was well grounded in the technical knowledge of his calling, that he had seasoned this theoretical knowledge by practical experience and hard work in the fundamental lines of the business, and I hired him as a division superintendent, as I would have hired any other young man of whom I knew the same things. This statement will, at least to a degree, answer the question of how I would start a young man on the road to become a general manager.

"Probably a very large proportion of the men to-day holding positions as general managers of railroads will be compelled to share with me a regret that circumstances did not permit them to lay the basis of a sound technical education before entering the sterner school of experience in the actual service. Certainly I have felt such a regret very forcibly; my own training was wholly and severely practical, and in that particular is probably not different from the experience of most men holding similar positions.

"It is to be taken for granted that no man will be advanced to a responsible and important railway position without displaying in reasonable measure that capacity for practical affairs commonly called executive ability; but there are special qualities which seem to me very essential for this service. The man who does not possess them has not in him the making of a good railroad man.

"The first of these endowments is a natural and inherent tendency to do full justice to the humblest as well as the most influential person with whom, as an official, he is brought into relationship. He should have the courage to dig to the bottom of

every problem, complaint or contention, and, having determined in his own mind the right or the wrong of the matter, nothing should deter him from making a settlement on the lines of exact justice. In no other way can the general manager of a railroad build up a proper spirit among the men under him. If he cannot inspire in his men of all ranks the knowledge that they will be treated fairly and squarely in every matter that comes to his attention, he should set himself down as a failure. And the fact that all who work under his supervision know that he is ready to treat them with justice, will act as a safeguard to the interests of the company, for the reason that any man who suffers arbitrary or unfair treatment at the hands of another, even from one directly over him, will promptly appeal his case to the general manager, in whose fair dealing he has confidence. And, on the other hand, the minor officials will, under these conditions, take good care to treat their men rightly, knowing that a fireman with a just cause has a better show with the general management than a division superintendent with a weak case. It is simply the wisdom of right.

"It may be urged that this disposition to mete out justice without regard to rank is essential to the manager of any business. So it is; but it applies particularly to railroad affairs, for the reason that the service is complex, and includes men of widely varied classes. The man in greasy overalls naturally feels a very strong reluctance to go over the carpet, and face the trainmaster, roadmaster, or division superintendent with a contention which may be very disagreeable to any of these men in authority over him. And he will not voluntarily take such a step unless he is sure of his ground and knows that he will be sustained if he is in the right, and also that he will be protected from annoyance, persecution or hardship as a consequence of having carried his cause to the higher court of appeal.

"That he should have this feeling is most important. The nature of the railroad business is such that the humblest man concerned in the operating of railroad trains is in too responsible a position to be ignored

by any official, and he is entitled to a fair and respectful hearing at the hands of any superior, and at any time. His complaint may bring to the knowledge of the management some vital weakness in the administrative system which may prove of the utmost importance.

"Decision is another imperative quality for the higher positions of the railroad service. A very large proportion of the matters brought to the attention of the general manager of a railroad must be disposed of almost instantly. . . . There is seldom time for a general manager to deliberate over a decision, and if he lacks the capacity to arrive habitually at prompt decisions, he is out of touch with the spirit of his surroundings, and liable to fatal error by reason of his weakness. The ability to judge of human nature with fair accuracy is another important qualification with which the successful railway official must be endowed. Perhaps more frequently in this than any other business the executive is forced to determine his course in matters of great moment by his impression of the man whom he is to intrust with responsibility.

"In attempting to gain an insight into railroad work it is necessary always to hold in mind the fact that the safety of the public is dependent at a hundred points on the reliability and judgment of men in humble positions. The section hand who spikes the rails, the switchers, the operators at lonesome and inconsequential "jerk-water" stations, and the whole rank and file of yardmen, trainmen, and operators, hold in their hands, every hour they are on duty, the safety of thousands of travelers. In spite of the fact that an elaborate operating system has been devised, and hundreds of so-called automatic safeguards have been adopted, to the end of making the operation of trains as nearly automatic as possible, it is still true that only the unremitting exercise of what may be termed good railroad judgment has succeeded in reducing the number of railroad accidents to the remarkable minimum now attained. And by whom is this railroad judgment exercised to the constant prevention of accidents and

calamities? Mainly by men in greasy overalls! In most businesses, the employer does not feel that he must select his 'hands' or laborers with a special view to their native judgment, decision and resourcefulness in times of emergency, knowing that a lack of these qualities on the part of a very humble servant is not likely to result in the injury or death of many persons. But this likelihood must be considered in employing almost every man on the payroll of the operating department of a railroad. For this reason, a shrewd and ready judgment of human nature is a cardinal requisite in any man holding a position of authority in the railway service. . . . There is not a day in which the general manager is not called upon to exercise this faculty, but mainly in the choice and management of men in positions of higher rank. . . . There is only one kind of advice to be given on this point. Form your judgments carefully, keep close watch of your men, and always stand by those selections which have been justified by observation and experience.

"The most condensed schedule of the main qualifications which are demanded of the general manager of a railroad would be manifestly inadequate without reference to the knack of turning quickly and completely from one subject to another of radically different character. All the energies of his mind must be switched absolutely and instantly from one field of railway activity to another, and the range of this field is very great.

"One moment he is engaged in estimating the productive resources of a certain locality, with a view to expending many thousands of dollars in extending the line into that region or altering the service already in operation there. He weighs the effect this must have on other cities and districts, and on the earning capacity of the road. As the men interested in this problem pass out of his door, an inventor is ushered in. He presents a new appliance which may be of the greatest possible value to the road. More likely, however, it is worthless and impracticable; but the possibility that it is the thing for which the railroad world has

long been looking makes it necessary to give it serious consideration.

"A few moments later the general superintendent comes in with a labor problem on his hands, and once more there is a complete shift of the whole mental machinery. He is followed by the other members of the general manager's cabinet; the civil engineer, the traffic manager, and the superintendent of machinery. And so it goes, from one extreme to another, and the general manager who cannot keep pace with this ceaseless and radical change of problems does not come up to the demands of his position. If his heart is not wholly in his work, and if he is not gifted with that rare talent for practical affairs generally termed executive ability, he will find the work killing. His safety, even if he has a generous share of this gift, is in the ability to shut off work as quickly and as effectively as the locomotive engineer shuts off his steam. The general manager who takes his work home with him, and carries his problems to his chamber cannot last long. The strain is bound to be too intense, and the opportunity for recuperation too small to keep the pace going. One of the most vital and imperative rules of a general manager's life, therefore, should be to leave his work at his office."

GILT-EDGE COPY.

"**S**AY, look at this message; isn't that a 'gilt-edge' copy?" writes A. O. Eldon in the *Portland Express*. "Telegraph operators are the plainest writers, taken as a body, of any class of men in the world, and I don't believe you will find any one that pretends to be posted who will deny that statement. They have to be, you know. All operators write alike, or after the same pattern. Of course there are some that can never learn to write a clear, legible hand, but you understand I am talking of the majority. The style all operators try to imitate is vertical-writing, and they wrote that way before it was ever dreamed of in the public schools. In Boston and other large cities fac-similes

of messages have frequently been used in the schools for the students in penmanship to copy, which, I think, is a pretty good compliment to the operators. You will notice that their N's are always round and distinct from their U's, and their writing is devoid of all superfluous lines or flourishes. Their object is to get the greatest possible speed with the fewest strokes of the pen. You have possibly noticed how they connect their words, but don't for a moment imagine that those lines are flourishes; they are only to save lifting the pen from the paper between words, and it is the only way a man can keep pace with a rapid sender. Of course, you see a great many typewritten copies to-day, and the machine will doubtless be universally used, but I always admire a handsome pen-copy turned out by an expert operator."



The above is a picture of Edison A. Thomas, taken the day he was three years old, a son of Brother Bert R. Thomas now Agent for the American Express Co. at Dowagiac, Mich. The boy was named in honor of Thos. A. Edison. It will be noted the name is just the reverse of that of the "Wizard," and the initials spell the word EAT. Bro. Thomas declares Edison A. is a staunch O. R. T., as will be seen by the pin he wears on his breast.

Woman's World

SOCIAL ADJUSTMENTS.

HOW shall we improve social conditions? First, we would say correctly diagnose the disease, locate the trouble, and then fearlessly apply the remedy. Since there is such a wide divergence of opinions as to disturbing causes and the remedy thereof, we will point out a few fundamental errors in our system of government, hoping the readers of THE TELEGRAPHER may see plainly the handwriting on the wall.

Since earliest times the social relationship has been disturbed by man's perversity and ignorance of absolute right, hence the constant turmoil, tyranny, confusion and strife about readjustment, reforms, etc., which often have been, and still are, the causes of bitter and prolonged enmity and war.

In the various benevolent and co-operative enterprises that are becoming a part of the progress of our time, may be found a hint to the complete analysis of the long unsolved problem. Any people divorced from their undeniable right to their life in the soil, by granting special privileges to the few as against the many, must necessarily become the victims of bad social conditions, from the fact that a very small per cent of Americans own America, and that the great mass of the people are practically divorced from their right to the soil and soil elements, except through the wage system, is sufficient reason or cause to develop bad social conditions. In fact, the primary cause of all social inequalities among any people at any time in the world's history, may be traced to that great fundamental evil error—usurpation of the earth—which is God's free gift to all His children, by the few as against the many.

Such privileges are not only granted by common law, but made fast by statutory and civil law, with military authority to enforce, if need be.

The right to do right is secured to man in the establishment of God's kingdom on the earth. "Sovereignty right to rule" was the initiative of Christ's doctrine; its author was crucified, not because he went about doing good as an individual, but because his doctrine antagonized the established order of things; his *exposé* of spiritual wickedness in high places; his steady aim at crime and criminals, which found refuge in the heart of the nation, was the cause of the cry, "Away with him; we will not have this man, Christ Jesus, to rule over us."

The basic idea of the Kingdom of God on earth is the perfect adjustment of the industrial and social relationship to the law of love, and such was the errand of the Son of God to Earth, which said, "Except ye leave all that ye have ye can not be my disciple," thus pointing out the way by which the complete life could be lived; the correct adjustment attained unto, not only in individual life, but family life—the foundation and fountain of social and national greatness.

That the wage worker is constantly confronted with the problem of reductions in wages, short hours, better general conditions, which all enters in as important factors in the complete social adjustment, is a fact everywhere present, yet, nevertheless, the primary wrong must be made right, that fundamental error of man's divorcement from the soil, and the vicious results of such injustice must be negated, expunged, wiped out, by a clear apprehension of God's universal law of benevolence to all his dear children.

The many evils which people organize themselves to effectually encounter, and vainly struggle to overcome, spring from a competitive system of industry, which arises from a reign of rampant individualism, dominant and ignorant.

Strikes, boycotts and other movements of the kind are but temporary in effect and ineffectual ultimately.

Self-government is inclusive, and when properly interpreted must ever mean the greatest good to the other self—our fellow-man—in the ratio that we understand ourself the value of humanity in general rises or falls in our estimation.

The true value of ourselves is a God-imparted knowledge coming to humanity through the efficacy of Christ Jesus, teaching us not only how to do all service for righteousness' sake, but also how to effectually withstand every unjust demand of ignorant individualism for the sake of justice and liberty.

Not by avenging ourselves by personal retaliations of returning good for evil, but by overcoming the evil principle or element, and the way its existence is maintained, by the good and true ways—God's way, the only way, for instance—the gospel demands that we forsake all things in becoming disciples. As Jesus said, "There is no man (and I understand the meaning to include woman as well as man) that hath left houses or brethren, or sister, or father, or mother, or wife, or children, or lands, for My sake and the gospel's, but he shall receive a hundred-fold." In the above declaration we have the keynote to the coming kingdom, "when the nations will erect fine and stately edifices for its agents without the slightest difficulty." When the mirage of vested rights and special privileges shall have vanished through the bright light of nationalism, then we will appreciate the word citizen, of a nation which erects comfortable homes (no hovels), and furnishes these homes—palaces, as it now furnishes its courts, custom houses, army quarters, post-offices, and other edifices, as it now does. No interest drawing a per cent from rents, stocks, bonds, or freights.

In the present competitive system between the producer and consumer: first, the in-

dividual capitalist, then the House of Lords, landlord, gas lord, light lord, etc., then the manufacturer, or employer, takes a part; then the wholesaler and jobber, each in his turn, hands the commodity over to the retail dealer, and finally to the consumer. Through this process all the fatted cattle, fowl, farm produce, fruit and flour pass ere the wage-earner dare eat his daily bread.

MRS. M. E. POLSON.

FROM OHIO.

I TOOK great pleasure in reading Mr. Whittlesey's article in the December number of THE RAILROAD TELEGRAPHER. His ideas as to the impartial treatment of the men, and the sound logic that he follows are much to be commended. He is not only an able writer on this subject but puts his theories into practice by making the principles he advocates the basis of his own discipline.

We hear a great deal among the officials of the justness of putting yourself in the other man's place, but we often notice that in actual practice they lose sight of the courtesy due every man, whether in high or low position. This is not the case with the writer of the above-mentioned article, for he writes with the proper principles always in view.

My New Year's greeting to the railroad world may be late, but none the less sincere. As the "Woman's World" in the last issue was not over-crowded, I may be permitted space to express my best wishes for the future for the telegraphers everywhere, and urge our sisters to make this department as interesting as possible for the coming year. Let us by the wireless telegraphy of soul transmitting to soul, give to the world love, sympathy and good cheer. That joy may come to each of you in the unfoldment of life's meaning, is my earnest wish for the year 1900.

MRS. D. H. LAVENBERG.

Toledo, O., Jan. 26, 1900.

FACE-TIOUS

Disastrous Osculation.

"Be careful how you invoke a force that may destroy you," says a writer, "whether it may be the force of electricity, the force of habit, or of appetite." Forward tells of two chickens who invoked a power unconsciously.

The other night, nearly all the electric lights in a certain city suddenly went out, and after a minute came on again.

Pretty soon an odor like that of an overcooked dinner filled the power-house, and on examination, it was found that a couple of chickens had stolen in and gone to roost on the main wires.

All went well with them until Chanticleer, who was perched on one wire, reached across to give a good-night kiss to his dear Biddy, on the other. The moment their bills touched, the current of thousands of volts was short-circuited through their bodies, and the kiss ended in a lightning-flash and burnt feathers.

Not so Looney.

Lunatics often assume a superiority of intellect to others which is quite amusing. A gentleman while walking along a road not far from the side of which ran a railway, encountered a number of insane people out for exercise. With a nod toward the railway lines, he said to one of the lunatics: "Where does this railway go to?" The lunatic looked at him scornfully for a moment and then replied: "It doesn't go anywhere. We keep it here to run trains on."—*Agate*.

A Mixed Message.

"Dickie, did you give your papa and mamma my Thanksgiving dinner invitation?" "Yes'm; ma said she'd accept with pleasure; an' pa said 'at he wouldn't go if

yo' come after him with a policeman."—*Detroit Free Press*.

Boer Shooting.

During the Zulu War of 1879, I went shooting with a friendly Boer (says Major-General W. C. F. Molyneux). He asked me:

"What have you got in that bag—your dinner?"

"No," I answered; "cartridges." Whereat he roared with laughter.

"You Englishmen must be very rich. They cost sixpence apiece here."

"Where are yours?" I asked, not seeing the joke.

"In this," he said, tapping his double-barreled rifle.

"You don't intend to shoot much."

"Two spring bucks are as much as I can carry."

"Suppose you miss?"

"Nobody misses when a cartridge costs sixpence."

That was the conversation, and it taught me much; it may, perhaps, teach us all how we were beaten by the Boers in 1881. The Boer does not waste his ammunition. He will aim and take down his rifle a dozen times, until he is satisfied he is going to *get something for his cartridge*.

My friend got his two bucks. I fired five shots and got one.—*Bombay Railway Times*.

Porter Runs a Railroad.

Senator Depew does not tell how the following came to be reported to him, but it is such a good story that he uses it continually in dismissing dignified bores or influential beggars from his office. The Senator was on his summer vacation, when a pompous little man called to see him, and encountered the colored porter who guards the outer gates of the Depew sanctum.

"I want to see Chauncey Depew," said the little man.

"You cain't, sah. He's gone to Europe, sah."

"Well, then, I'll see his Secretary."

"Sorry, sah, but Mister Duval, he's done gone to Europe."

"Then I'll see Cornelius Vanderbilt."

"He's in Newport, sah."

"Well, is W. K. Vanderbilt in?"

"No, sah. He's done gone to Newport, too."

"That so? Then I'll see the Vice-President of the road."

"He's in Albany, sah."

"How about the Second Vice-President?"

"He's down to Long Branch, sah."

"Is the Superintendent in?"

"He's out inspectionin' de road, sah."

"How about General Passenger Agent Daniels?"

"He went away to Cape May dis mawn-in'."

"Who in thunder is running this road, anyway?" shouted the little man, getting very red in the face.

"Well, I'll tell you, boss," replied the ebon attendant, "dis yere road jes' runs hitself, sah, an' dere hain' nobody needed 'round to look after things but me."

An Unfortunate Recollection.

"Whom did you marry, Billy?"

"A Miss Jones, of Philadelphia."

"You always did like the name 'Jones;' you used to tag round after a little snub-nosed Jones girl when we went to school together."

"Yes; she's the girl I married."—*De-troit Free Press*.

Could Read Handwriting.

Mr. T. Hunt, of the Southern Pacific, at El Paso, recently had occasion to communicate with a wealthy stockman in Western Texas. Mr. Hunt's letter was typewritten, and from the reply that the stockman sent he is evidently not accustomed to receiving letters that way. This was the cattleman's reply:

"T. E. Hunt, esq.

"Sirr—I have reseved yore lettr. I am no dam fool. I can Read Writun as wel as

the necks man. Enny tim you hav to sen me a nuther lettr, write it, an sen it an i Wil Read it, But you don't hav to print it for me, I am no dam fool. Yore Respectively, "_____."

In Case of Need.

The Maid—I understood you were going to spend your honeymoon at some out-of-the-way place.

The Bride—No; the dear Count and I thought it best to keep within telegraphing distance of papa.

An Artist in Achievement.

"What's a lawyer?"

"A lawyer is a man who can make other people pay him for making them do as he tells them."

A Winner.

Druggist—I have invented a rattling good cough medicine.

Friend—A sure cure, eh?

Druggist—No, but after a man has taken one bottle, he acquires the habit, and can't get along without it.—*New York Journal*.

Just What She Expected.

A middle-aged woman called at an insurance office of a provincial town a day or two ago to announce that she wanted to insure her house.

"For how much?" asked the agent.

"Oh, about £200."

"Very well. I will come up and investigate it."

"I don't know much about insurance," she said.

"It's very plain, ma'am."

"If I'm insured for £200 and the house is burned down, I get the money, do I?"

"Certainly."

"And they don't ask who set it afire?"

"Oh, but they do. We shall want to know all about it."

"Then you needn't come up," she said, as she rose to go. "I heard there was some catch about it somewhere, and now I see where it is."—*Tid-Bits*.

Poetical

To-Morrow.

Learn to do your duty now,
Up and doing while you may,
Lest your youth will fade away;
Watch out for that thief of time,
Who is always busy in each clime,
And laurels will rest upon your brow
To-morrow.

Aid your brothers with your mite,
Their cause is yours, help win the fight,
We will be either a tender sapling,
Or a large, strong and sturdy oak.
Don't hamper worthy brothers
Who would break a tyrant's yoke,
You may need their aid
To-morrow.

Cement yourselves in strong bonds of sympathy,
Slow but sure, and true and strong you'll be,
One for another, each for all,
Help a brother who unfortunately did fall.
Don't pride yourself on what you are,
You had assistance from afar,
And may need some more
To-morrow.

Teach the young what they should do,
Your own kind doings will return to you,
As you sow, so will you reap;
Your friends of you kind memories keep;
As you miss them, so they'll miss you.
Watch your every action, every word,
They may return from some unknown source.
Deed for deed, word for word, with stronger force,
To-morrow.

Don't grow heedless of yourself,
Nor bow your head to catering pelf;
Be a man among men,
Your dealing upright.
You are watched by thousands
Who are out of your sight.
Do nothing for to hang your head,
Or cause your neighbor sorrow,
For deeds are merely loans, you know,
And will be returned
To-morrow.

Beware of selfish motives,
And the beam that's in your eye,
Tho' our cause has been neglected,
That is no reason it should die.
Tho' the wayside has been thickly strewn
With men who strived, but reached no throne,
Onward we should always march
Through a road all filled with thorn and stone;
Our journey is not ended
Until our task is done.
Who is ready to walk that road
To-morrow.

—Mossback Moan

Hark! The New Song.

I am the Winged Victory, my star
Burns on the Future with auroral beam;
I tread upon the firmament afar—
I am the Muse, the Mystery, the Dream.

The old song passes and the New Song breaks—
The Song of Tools, the Song of Common Man;
The road is brotherhood, the New Time takes,
The rallying cry is "Christ the Artisan."

Up through the wailing chords and crumbling
stones,

The music of a new humanity
Breaks on the effigies that fill the thrones;
They hear, but do not know it is the Sea.

Go crying in the voices of my lyre;
"O souls of earth, ye must be born again—
Born from the beggary of self-desire—
Reborn to kings—reborn to Social Men."

Leave the dead altars where the blind souls kneel;
The road I take into the ages dim
Is strewn with light from Beauty's vivid wheel,
And whispers with the feet of cherubim.

All kingdoms rise and crumble to one end—
The dust of Babylon, the stones of Tyre;
Only my kingdom waiting to descend
Is worth the hero's toil, the poet's fire.

All kingdoms fail until my kongdom come;
Feet stumble till they stand upon my peak;
Tongues stammer and the lyric lips are dumb,
Until the poets of my passion speak.

—Edwin Markham.

The World Better Than It Ever Was.

Oh, the world is full of sinning
And of trouble and of woe,
But the devil makes an inning
Every time you say it's so;
And the way to set him scowling,
And to put him back a pace
Is to stop this stupid growling,
And to look things in the face.

If you glance at history's pages,
In all lands and eras known,
You will find the vanished ages
Far more wicked than our own,
As you scan each word and letter
You will realize it more,
That the world to-day is better
Than it ever was before.

There is much that needs amending
In the present time, no doubt,
There is right that needs defending,
There is wrong needs crushing out;
And we hear the groans and curses
Of the poor who starve and die,
While the men with swollen purses
In the place of hearts go by.

But in spite of all the trouble
That obscures the sun to-day,
Just remember it was double
In the ages passed away;
And these wrongs shall all be righted,
Good shall dominate the land,
For the darkness now is lighted
By the touch of science' hand.

Forth from little motes of chaos
We have come to what we are,
And no evil force can stay us,
We shall mount from star to star;
We shall break away each fetter
That has bound us heretofore,
And the world to-day is better
Than it ever was before.

—Ex.

Río De Las Animas Peridas.

Rapid the current rolls
In the river of lost souls,
Rapid and white when the night
Lies swathed in the warm moonlight.
Rapid and white in the day
As it swirls along its way,
Born of the silvery rills
In the pine and cedared hills.
Flashing, dashing,
Swirling, crashing.

Moaning in the gulch of shadow,
Laughing through the shining meadow,
Hugging close the rocky rifts,
Gliding amid boulder drifts;
Loving, smiling,
Care beguiling,
Cool and limpid in the shade;
Warm and sunny in the glade,
Rapid the current rolls
In the river of lost souls.

* * * * *

Still I linger by the stream
As if in a pleasant dream,
With the current running down
Through the canon, past the town,
To the pleasant lands that lie
Underneath a southern sky.
Let the snow rest on the hills,
Let the snow melt in the rills,
So the shining volume flows
Where the peach's pink bloom blows.

Lotos land in legend lies
Hidden amid shadowed skies;
Here, a human Eden waits
At the shining river's gates,
Opening for willing hands
Into fruitful orchard lands.
Souls lost in such vale as this
Wake again in lands of bliss.
He who in these meadows stands
Holds Love's Lotos in his hands.

—Edgar P. Vangassen.

Charity.

Came two young children to their mother's shelf
(One was quite little and the other big),
And each in freedom kindly helped himself—
(One was a pig).

The food was free, and plenty for them both,
But one was rather dull and very small,
So the big, smarter brother, nothing loth,
He took it all.

At which the little fellow raised a yell,
Which tired the other's more aesthetic ears—
He gave him here a crust and there a shell
To stop his tears.

He gave with pride, in manner calm and bland,
Finding the other's hunger a delight;
He gave with piety—his full left hand
Hid from his right.

He gave and gave—O blessed Charity!
How sweet and beautiful a thing it is!
How fine to see the big boy giving free
What is not his!

—Charlotte Perkins Stetson.

Our Correspondents

"SOCIAL COMPLEXITIES—WHY?"

JOSE GROS.

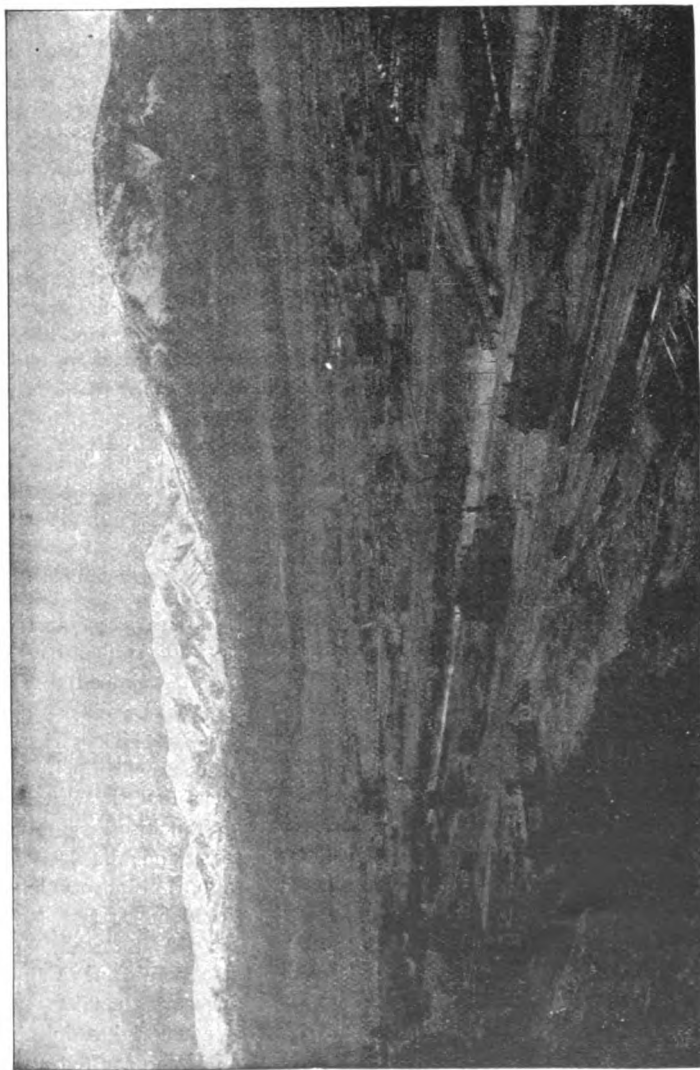
THE City of New York is honored with a paper called *The Verdict* and owned by Mr. O. H. P. Belmont, a millionaire. That paper is down on wage slavery. In a recent editorial copied by the Hartford (Conn.) *Examiner* of January 6th of the present year, 1900, we find as follows:

"Recently *The Verdict* has been prying a bit into the subject of wages paid to labor. There are hundreds of thousands of workers in New York—and for that matter their like exists in every corner of the land—whose average yearly income won't reach \$300. On this they must support a family. The *World* lately told at length of a woman and her child whose income—and the woman sewed night and day—was \$1.20 a week. Such conditions are worse than slavery. They are better than slavery for the employer, for slave labor and slave ownership would cost the employer more. And for all that, the Administration chair so constantly and with upturned, thankful eyes chants a persistent, sweet prosperity, labor conditions grow worse, and the poor grow lean and poorer. Forty years ago the Southern owners of black chattel slaves taunted the North with the holding of white wage slaves. Chattel slaves, when sick or old, became a legal charge upon his master. Under wage slavery man has become less valuable and less cared for than domestic animals. In short, capital has become the master of labor, with all the benefits and without the natural burdens of the chattel slave relation. The moment that wages

descend to a point barely sufficient to support the laborer and his family, capital cannot afford to own labor, and it must cease. Slavery ceased in England in obedience to this law, and not from any regard to liberty or humanity. Chattel slavery finds its easy death in wage slavery."

How foolish it is for millionaire Belmont to bother himself about wage slavery when most of our wage slaves, forever under a boss, when happy enough to find a boss, are satisfied with their own condition of dependence, from their birth to their grave! Why should that millionaire be one of the "*Howlers down the wind, erecting paper walls and blowing big horns to ward off and drown the noise of the rushing wind?*" The preceding twenty-one beautiful words are copied from a letter of a friend of ours applied to the writer because of his attacks against our precious present industrialism. That friend of ours begs us to be, not a politician, but a statesman. It happens that the writer has only used his ballot franchise three times in the last forty years, and the last time was eleven years ago. A fine politician would he make! Would he not?

And what is the difference between a statesman and a politician? Can anybody tell us? Which statesman has ever stood for the law of equal rights, for the brotherhood of men? Who can tell us the name of a single one of those fellows that did not proclaim laws of monopoly and injustice as the only practical enactments of organized society? To whichever point in history everywhere on earth we may direct the telescope of our intellectual vision and reasoning powers, we can see nothing but



SALIDA, COLORADO.

A typical mountain town on the Denver & Rio Grande Railroad.

some form of human slavery, with but two or three per cent, five or six per cent, if you like, living in relative comfort or wealthy conditions. Between them and the social bottom we have always had ten or twenty per cent of the people somewhat better than the bottom, but far yet from the line of simple plain comfort, or a somewhat sanitary status for the development of a healthy mind besides that of a healthy body. That class is to-day represented in this nation by those with annual earnings from about \$600 to \$1,000. Even the latter sum is but two-thirds of what the minimum sanitary conditions require to-day, under our climatic peculiarities and excitable life. We refer to the average family group.

Taken all in all, the men who live under that modern middle term are the most self-satisfied slaves that ever lived. All because they are somewhat better off than eighty per cent of the people, their brethren below. That portion of the people, about fifteen per cent, not quite as crushed as the eighty per cent, constitute the grand Pretorian guard of our rotten civilization. Plutocracy exists because that fifteen per cent of our citizens are willing to kiss the hands, nay, the boots of our plutocrats. Far from us to say that we don't have a certain number of noble fellows among that fifteen per cent who realize our precarious conditions, and do their best to improve them. Yet, we are afraid the number is mighty scarce. We are also willing to honor all the workers grouped in labor associations, even if we deplore their inability to take broader views of social needs. The broader views may come later on. They can only come, in our humble estimation, by somebody "howling down the wind," so as to stir up the conscience of the people inside the human soul. No reform has ever been accomplished without considerable howling down against human iniquities.

Yes, it is necessary, and very necessary "to drown the noise of the rushing wind," in the eloquent language of that friend of

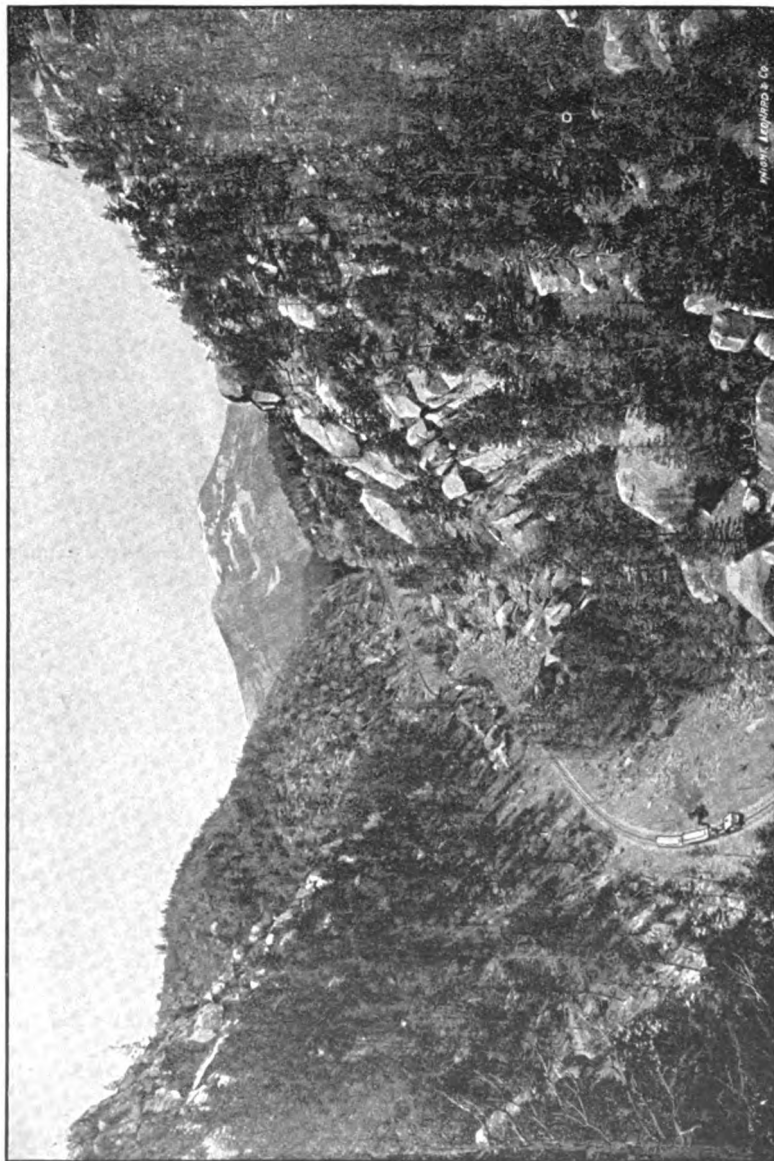
ours, who spoke better than he imagined. The rushing wind of social injustice needs to be drowned, because it is that wind which kills the moral perceptions of most men, only because civilization does not yet crush them quite as much as it does many of their brethren below. Here we may say with Lowell:

"Is true freedom but to break
Fetters for our dear sake,
And, with leathern hearts forget
That we owe mankind a debt?
No! True freedom is to share
All the chains our brethren wear,
And, with hearts and hand to be
Earnest to make others free!
They are slaves who fear to speak
For the fallen and the weak;
They are slaves who will not choose
Hatred, scoffing and abuse,
Rather than in silence shrink
From the truth they need most think;
They are slaves who dare not be
In the right with two or three."

Down with the wretched conception that progress is to be but a modification of human slavery, a new manifestation of social injustice, something so very complex that hardly anybody can understand. That is what despots have always proclaimed. Truth is never complex, just as light is never darkness, just as good is never evil, just as the straight line can never be crooked, just as beauty is never deformed, just as harmony is never discord or a chaos of sounds.

Look at the cosmos with its vast ramifications of forces and forms through boundless space and time eternal (eternal). The whole of it rests on the simple principle of gravitation and its double elements of actions and reactions, attraction and repulsion of atoms, molecules and masses, operating through orbits of movement infinitesimally small or gigantic in extent.

Rise into the moral order. What do you find there? The law of love, the spirit of brotherhood, the essence of equal rights



PIKE'S PEAK.

Situated 80 miles from Denver by the Denver & Rio Grande Railroad and 5 miles from Colorado Springs, the most famous peak of the Rockies, altitude 14,147 feet, easy of ascent from Manitou by the cog-wheel railway.

for all men. There you have the equivalent of the force of gravitation in the cosmos. All social complexities arise from the fact that men prefer laws of privilege to laws of equal rights, in their social compact.

"You must love the truth, feel it and assimilate it.

You need truth lived, not truth known alone.

Truth stored away ceases to be truth.

It cannot be idle without becoming a lie."

—*From Earnest Crosby, of New York.*

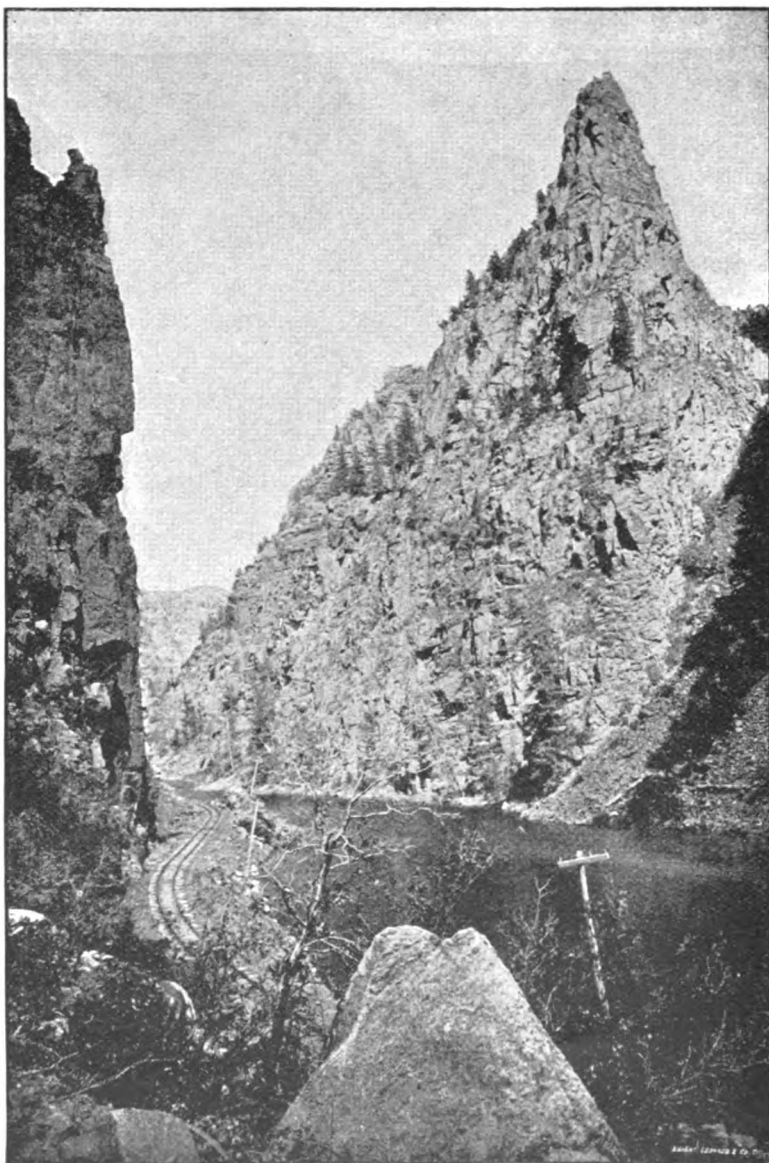
Truth must then be spoken, taught, proclaimed, night and day, even if unpleasant to the powerful on earth.

EXPRESS COMMISSIONS.

While reading the always interesting columns of the welcome RAILROAD TELEGRAPHER, I have noted in the December issue what Bros. A. C. Eidson and W. Smyth have to say in regard to the very small compensations we receive from express companies for the labor we do for them, and for the great responsibility we take on ourselves for caring for large amounts of money, and money orders entrusted to us.

As far as I am concerned, I can sing a little song in regard to this matter myself. My express commission averages from \$3.50 to \$5.00 per month, and really I would rather not have this commission, if I could be relieved of handling the express, although my railroad salary is only \$50.00 monthly. It is very annoying, and more bother than it is worth to handle the express. I have eight mail trains, two way freights, and two other accommodation trains have to carry U. S. mails, and switch lamps, do my own telegraphing, etc., as always is the case at these one-man offices. There is no bank in this village, consequently, I sell a great many money orders, which throws a great responsibility on to me for taking care of the money and orders, as it is impossible to make out a money order report every time when I have large sales.

I have felt so disgusted about this matter, that I have tried to get the express company to take their office from this depot and place it with some one up town. I have not received a reply from them to my request, and I appealed to our Division Superintendent, who referred the matter to the Superintendent of the express company. Their auditor came to check up the office here, to see if my accounts were straight, but would not listen to a transfer. I again referred the matter to the Division Superintendent, and he dropped off a train one morning and commenced talking about the express troubles, and asked me to explain matters. When I was through, he said that if I did not like my job, and could not do the work, I might as well be frank about it, and say so, and he would relieve me, and send another man to take charge of the station, as he objected to having the express office removed from their depot. He further said he wanted me to write him a letter, and say what I thought about it, whether I wanted to quit or handle the express as before, as other agents before my time had done this same work, and he could see no reason why it should be different with me. I told him that the agents that were here before me kept one or two students to help them do their work, while I did all my work alone. He paid no attention to that, and left me, saying that he expected my letter at his office within one day. Of course, I could not afford to be minus my job, so I had to write him and say that I was willing to handle the express as before. All this shows that it is compulsory, and we have to do this work, or if we do not like it, we know what we can do, and I think it is about time that something should be done in this direction, considering the amount of labor, the amount we have to pay for bonds, and the great responsibility for handling and taking care of an express company's cash, etc. I think an office which pays from \$2.00 to \$3.00 per month in commission of 10 per cent, should pay a steady salary of \$6.00 per month; an office that pays commissions amounting from \$3.00 to \$4.00 should pay a salary of \$7.50; an office pay-



CURECANTI NEEDLE.

A scene in the Black Canon on the Denver & Rio Grande Railroad. The Needle stands solitary and alone, a towering monument of solid stone which reaches to where it flaunts the clouds like some great cathedral spire. At its foot rolls the Gunnison, the delight of sportsmen who love to hunt the trout in its lair.

ing commissions amounting from \$4.00 to \$5.00 should pay a salary of \$10.00.

I would be pleased to hear the opinion of the brothers in regard to the express matter. The way things stand now, we simply have to do it; we have nothing to say in regard to our wages—the express companies do this to suit themselves. If we don't want to handle their business, they refer the matter to our railroad division superintendents, who fix it to suit the express people with promptness and dispatch.

Yours in S. O. & D.,

CERT. No. 3597.

THE HOME.

It may well be doubted which is the more delightful, to start for a holiday which has been fully earned, or to return home from one that has been thoroughly enjoyed; to find oneself, with renewed vigor, with a fresh store of ideas and memories, back once more by one's own fireside, with one's family, friends, and books; back again to the only place where formalities can be entirely dispensed with; where the delightful routine, in all its calm, peaceful sway, glides one gracefully over the rougher sides of life. In the writer's opinion, more pure joy is realized than any other place on earth. In the home, where all the influence is for the good, and where the tendencies are for the elevation of all things which betters one's mind, is the one safe place where man can cast his anchor and feel secure. If when the evening meal is over, one can gather around the fireside, what does it matter if the wintry winds are playing hide and seek all about the house, and the snow is forming great drifts all around the door, when the family circle is complete, and all its members are drinking in the very essence of pure happiness, which pervades the entire room?

Heine said:

Outside fall the snowflakes lightly,
Through the night loud raves the storm;
In my room the fire glows brightly,
And 'tis cozy, silent, warm.

Musing sit I on the settle,
By the firelight's cheerful blaze,
Listening to the busy kettle,
Humming long forgotten lays.

For, after all, the true pleasures of home are not without, but within; and, the domestic man who loves no music so well as his own kitchen clock and the airs which the logs sing to him as they burn on the hearth, have solaces which others never dream of. It has always been an inexplicable mystery to me why men do not associate themselves more closely to the home, and to things which are necessary to make home bright and happy. Some years ago I heard a remark which was made by an engineer of a train which had been blockaded by snow for many hours. The wind was blowing at a high rate, and the storm was something fearful, coupled with the cold, which was intense. He said he cared nothing at all about the storm, if he was only home with his family. That remark left an impression upon my mind which can never be erased. Oh, what a different world this would be if the thoughts of the home were uppermost in our minds. There need be no apprehensions entertained about men who spend their evenings in the family circle. It is a solemn duty which every man ought to hold sacred. To me it is the greatest pleasure of this life, and according to the high ideal of Keble,

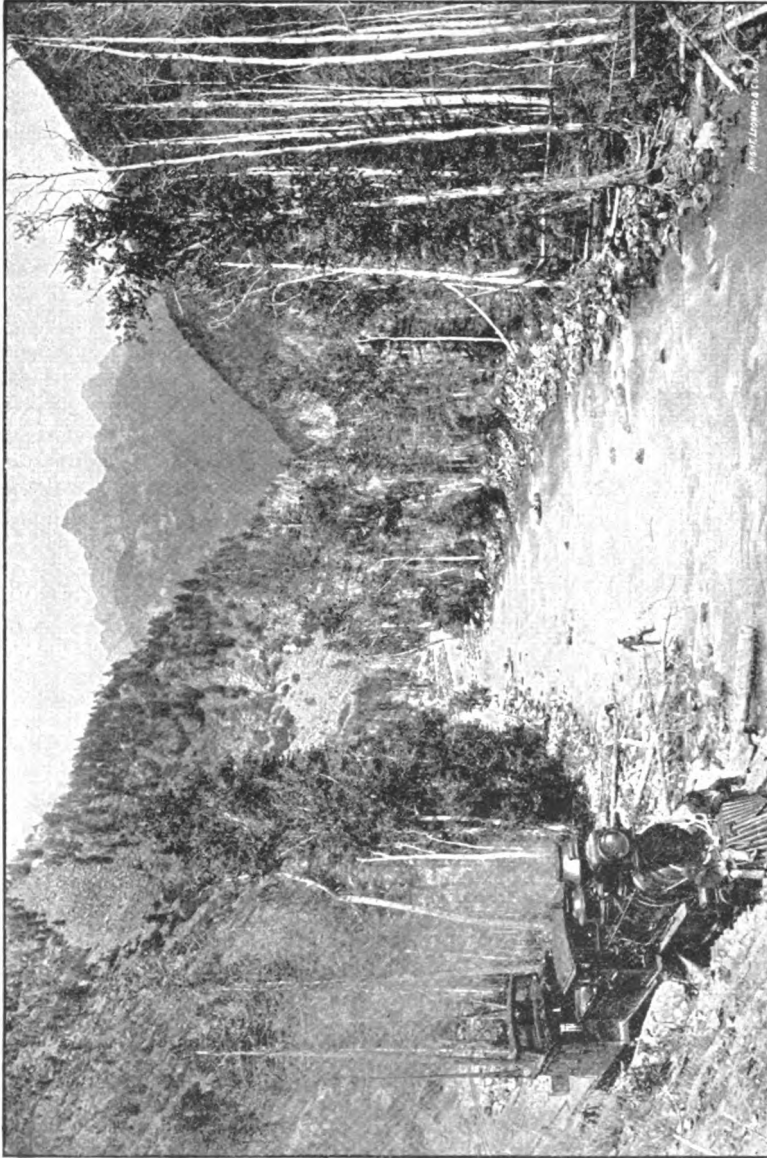
Sweet is the smile of home; the mutual look,
When hearts are of each other sure;
Sweet all the joys that crowd the household nook,
The haunts of all affections pure.

CERT. 796.

FROM COLORADO.

I am pleased to see so many good articles in our TELEGRAPHER, of late, bearing upon the economic question as viewed through socialist glasses, and am sure they will lead others to study, more thoroughly, the question presented to the laboring masses for solution, and enable them to see those questions in an entirely different light.

We must first, in order to become clear upon the labor question, recognize there are two classes in society, viz: The proletariat, or laboring class, and the bourgeoisie, or capitalist class, whose interests are antagonistic. The one endeavoring to



ANIMAS CANON.

One of the wildest and most picturesque gorges in the Rocky Mountains. Through it the Rio de Las Animas Perdidas, or the River of Lost Souls, finds its way to the valley below. The Needle Mountains in the distance are as rugged as any in the State of Colorado, their abruptness defying the foot of man. The Animas Canon is one of the many water ways used by the Denver & Rio Grande for cleaving through the heart of the Rockies.

increase their profit, the other to raise their standard of living.

Having become clear upon this, we are then, and not until then, able to see why we should become interested in politics; for, thanks to our present form of government, in most States, we have free access to the ballot, and by voting the *class-conscious laboring men*, instead of capitalists and their henchmen, we can enact laws in the interest of *our class*.

We, no doubt, are aware that "all legislation is class legislation," and legislated for the benefit of the class in power, and, consequently, why all laws enacted to day are antagonistic to the interest of the laboring masses.

To quote the language of one of our most intelligent railroad Presidents: "Socialism is inevitable, either State or Democratic."

Which will you choose? It depends entirely upon the intelligence of the laborer.

If we are not able to solve the problem correctly, and put in effect Democratic socialism, our capitalist *brother* (?) will solve it for us, and place us under worse than militarism—State socialism.

In other words, we must decide as to whether we control the machinery of production and distribution for the benefit of the laboring class, or allow the capitalist class, now controlling our Government, to take it completely under their control, for their private benefit.

Now, a word in conclusion, and I leave you to decide how you intend escaping.

If we are to improve our condition, materially, we must, of necessity, *unite*, not only economically, but politically, and with this end in view, I remain,

Yours in S. O. and D.,

"A FELLOW-WORKER."

THE EMANCIPATION OF LABOR.

The Emancipation of Labor from the despot wage-slave system established over it by that Triumvirate of Greed, the private employer, the private banker, and the private mediumizer of values (money loaner), must become the declared goal of all Labor Organization. Any reform short of this will

not relieve the industrial condition of to-day which nearly all, even many capitalists themselves, unite in declaring to be most serious in its progressive evil tendencies and ultimate results. The culmination of the present plans of the trust managers of specializing and centralizing industrial power and placing it under the control of the private irresponsible individual can have no other than a bad ending. The power and privilege which corporations have usurped of exercising governmental functions not delegated to them is a menace to the liberty of the people and must be destroyed. This does not necessarily mean the immediate destruction of the trust or the trust system. It means that industrial power must be made responsible to patrons and employes alike. This is what many would-be political reformers would have you think they mean when they announce as their policy the "Destruction of Criminal Trusts." But they are fishing for party votes with a popular bait, and for the public patronage, and are not sincere in their professions of love for the people. The political power and machinery of government is in the hands and under the absolute control of the enemies of labor, the trusts, and will never be used to destroy themselves. And, further, our government came not into existence to destroy, but to build up; but its building up powers and functions and patronage have been seized upon by a few and used by them to crush out free competition and establish in its place the trust or monopoly system, the logical operation of which is fast impoverishing and enslaving the great masses of our people. The competitive system is doomed, and is fast passing away; its legitimate offspring, the trust and monopoly system, will follow in its wake just as soon as a better system can be found to take its place. Like competition, it is also doomed because of the fact that it is not founded on the rock of general consent of the people. Competition, however, is its own destroyer, and paradoxical as it may seem, the destruction of the privilege to exercise powers and perform functions unlawfully usurped from government by private corporations and trusts, and which is the bulwark of their system, and which the founders of our gov-



MARSHALL PASS.

The summit of this Pass is almost 11,000 feet above the level of the sea. The tortuous method by which the engineers of the Denver & Rio Grande Railroad achieved this feat can be understood by a glance at the alignment of the track.

ernment never intended should be exercised by them, can only be accomplished by a reorganization of industry on a co-operative basis, and never by political methods alone; it is too late for the latter. The industries so reorganized to enter the lists of competition, and by competing with the defenders of the present trust system, build up a system of co-operative trusts and monopolies, and so defeat them; that is, destroy their private profit system. All this points to the destruction of the wage-profit system; but the wage-system will never be destroyed until a better system is ready to take its place and perform its functions in the industrial world, and the private trust will never be destroyed while labor is compelled to sell itself in a market controlled by the trusts. Labor may revolt, but it never causes revolutions; its methods are peaceful, long suffering, and opposed to war, and it is the purpose of the author of these papers to try and trace out the process of industrial evolution by which the ownership of industries now controlled by trusts and operated for the private profit of a few, will be transferred to the public and operated for the benefit of all, without involving the nation in civil war.

We believe that the Emancipation of Labor from the thralldom of the private employer and the money exchanger will be by Industrial Evolution, and that it will be slow but safe and satisfactory; and that the political method alone will be revolutionary and dangerous. In this series of papers we shall endeavor to foreshow how that evolution will take place in the near future as a consequence of forces that are pushing it along to-day; hence, with the political revolutionist, we have nothing more to do. We have come to the fork of the road. He goes his way; we take the other. But you will find him a very interesting fellow, if you should ever happen to meet him.

The master and the slave have been prominent figures in the history of mankind from the earliest writing we have to the present day. First it was the slave taken in battle and compelled to work or die. Then chattel slavery, and after that, wage slavery. But the wage slave had a few more opportunities for mental culture, as civil-

ization succeeded barbarism, than did the chattel slave, and he learned the power and value of organization, and organized protective clubs, and used them to club his way into a little easier slavery. But the master counter-organized, and the slave never quite succeeded in clubbing his way into industrial freedom. In fact, he never declared an intention of doing so. He always acknowledged the right of a private individual to the larger portion of his productions, retaining just enough to maintain himself and little ones, and all his efforts have been directed towards getting a little more than the master was willing to give, for history shows that the master never was willing to give labor anything, if he was strong enough to compel it to work for nothing, and he never gave it any more than he could help at any time.

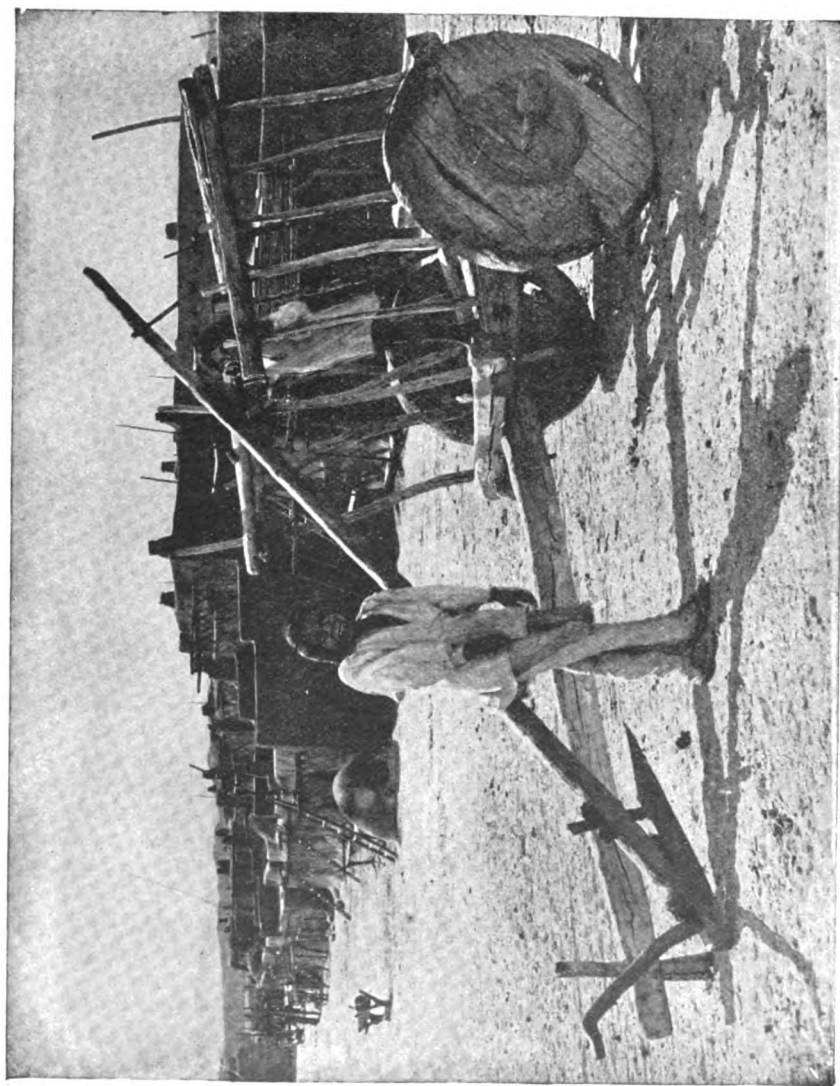
From chattel slavery to wage slavery, from the strike to the boycott, these mark the successive stages in the evolution of industrial organization from its earliest history to the present day of labor troubles.

But the new of to-day is old to-morrow, and the boycott, which is just becoming a mighty power of retaliation and aggression with organized labor, will quickly gain the limits of its usefulness, and then slowly give way before the idea of pledged patronage. The wage slave will refuse to sell his labor to a private employer, but, instead, will justly demand a community interest in the things produced by himself under a broad and as nearly perfect system of society ownership as human ingenuity can devise; then private society ownership will be succeeded by public ownership of all industries of a monopolistic character, and the Trust of the Commonwealth will finally succeed all of them. CLINTON BANCROFT.

AS A SOLDIER SEES THE PHILIPPINES.

The Philippines are a bunch of trouble gathered on the western horizon of civilization.

They are bounded on the west by Hoodooism and Smugglers, on the north by Rocks and Destruction, on the east by Typhoons and Monsoons, and on the south by Cannibals and Earthquakes.



ZUNI INDIAN VILLAGE.
A characteristic scene on the Denver & Rio Grande Railroad.

The climate is a deceptive combination of changes well adapted to raising cane.

The soil is very fertile, and large crops of Insurrection and Treachery are produced.

The inhabitants are very industrious; their chief occupation is Trench building and the making of Bolos.

Their houses are made chiefly of Bamboos and Landscape.

Filipino marriage ceremonies are very impressive, specially the clause wherein the wife is given the privilege of working as much as her husband desires.

The chief amusements are cock-fighting and stealing.

Principal diets are fried rice, boiled rice, stewed rice, and rice.

The animal of burden is the Caribou, and should a hundred-mile journey be undertaken with this animal the driver would die of old age before reaching his destination.

The rivers, serpentine in their course, have many currents that are always in opposition to all known laws of gravitation.

Manila is the Capital and principal city. It is situated on Manila Bay, a large land-locked body of water, full of sharks and Spanish submarine boats.

Cavite, the next city of importance, is noted for its natural facilities for a naval station, and for its large number of saloons and Chinamen.

The principal exports of the Islands are Rice, Hemp, and War Bulletins, and the imports American Soldiers, Arms, and Ammunition.

Malaria fever is so prevalent that on numerous occasions the Islands have been shaken as if with a chill.

Luzon, the largest island of the group, is something similar in shape to one of "Si .Green's" cast-off boots.

Communication has been established between the numerous Islands by substituting the Mosquitoe for the carrier pigeon, the Mosquitoe being larger and better able to stand the long journeys.

"The Philippines." An appropriate present for a deadly enemy.

"The Natives"—Friends at the point of your gun.

"The Climate"—Pleasant and healthful for Mosquitoes, Ants, Lizards, Bats, Snakes, Tarrantulas, Roaches, Scorpions, Centipedes, and Alligators.

"The Soil"—Adapted for raising foul aromas and breeding disease.

J. A. KICK, Telegrapher U. S. Army.



FRATERNAL

Cumberland, Md., Division.

At the last regular meeting of Division No. 162, we elected the following officers for the ensuing year:

A. Helzell, President; G. H. Riley, Vice-President; R. Cornwall, Secretary and Treasurer; C. H. Hamilton, Marshal; C. A. Feasir, Inside Sentinel; E. W. Crabtree, Outside Sentinel.

This meeting was well attended and everything went off in a very harmonious manner. Our Division is in a very prosperous condition and some good work has been done by Bro. Cornwall, and much credit is due him for the manner in which he has been hustling up the "nons," and before many moons hopes are entertained that the "nons" will be very scarce in these parts. Much credit is also due Bro. Helzell for the good work he has been doing, and ere long we hope his labor in behalf of the Order and the Division will be crowned with success.

Bros. Helzell and Cornwall are hustlers from away back and the Division is to be congratulated on having men like this at the helm. Bro. Cornwall always carries his rabbit's foot with him, and when he comes up with a "non," the hoodoo is a sure go.

Business has been quite brisk on our Division for the last sixty days, and both men and motive power have been taxed to their fullest capacity. While this is hard to keep up, yet lots of business for the road should make the prospects for the boys look bright in the future.

The officers of Division No. 162 would be pleased to see more of the boys show up at our meetings. While we know that the chances for getting a train at the proper time are not many, yet you could sometimes do so. Much depends upon your attendance, and those that do get there regularly will do all in their power to make it as pleasant and interesting for you as possible. Yours truly,

G. H. RILEY,

Division Correspondent.

B., R. & P. Ry.

Middle Division.

Where was our correspondent that he did not appear in the December journal. I, for one, was disappointed.

We are still adding a few new members, but the work seems slow.

Business continues very heavy and every one is overworked. All available power is in use.

I will try and note a few changes that have been made since our last issue:

At Stanley we find our relief agent, Keller, as regular night man.

A new night man at C. & M. Junction, extra, whose name I have not learned.

Day Opr. Quigley, of DuBois Yard, has been forced to resign his position on account of failing health. Opr. Mauross is at present doing the day work, and Scott at night.

At Falls Creek we still find the two old reliable boys, Bros. Britton and Burke.

At Lane's Mills Junction Bro. Lerch, with Bro. R. E. Youmans weighing cars at night. He is a new brother, but is just as good as any.

Bro. J. J. Carroll still at Carrier as agent, but feels rather big on account of the arrival of a new O. R. T. boy at his house lately.

Second trick dispatcher Lancy was off a few days this month on account of sickness, being relieved by second trick dispatcher Steels, of the DuBois Dispatcher's office, who in turn was relieved by extra dispatcher Murphy.

Bro. R. W. Keyes (the good old Nickle Plate boy) is still copying and chasing messages at night in the Bradford dispatcher's office.

Bro. Simmons has resigned his day position at Big Run and is at present not doing anything. A new man at Big Run whose name we have not yet learned.

There are a few more changes, but I may not be the only one who is trying a hand. These and others may already be mentioned, so I will cut out. Hoping to hear from someone else next month, "my 73 to all."

"A MEMBER."

Pittsburg, Pa., Div., No. 52.

A regular meeting was held January 6, 1900, with a large crowd of boys on hand. All officers were present except the Inside and Outside Sentinels, whose places were filled by appointment. Request for transfer to this Division was read from Bro. A. E. Tibbals, of Division 241, and same was favorable. Ten petitions were read, having been secured by Organizer Dacres, two from Organizer Geo. T. Smith, one by Organizer J. C. Tucker, one by Organizer C. H. McNutt, and two by the Secretary.

A committee representing Typographical Union No. 7 were in waiting and asked for a few minutes time to present their side of the present con-

trovery in this city, and a recess of ten minutes was declared. Mr. W. H. Greenway and Mr. Harry Dolan then spoke on the question at issue, and asked the moral support of the members in their strife. From the remarks made after they had retired, there can be no doubt but that they will receive such support from those present.

The members on Connellsville Division reported as having elected Bro. L. A. Maust as Chairman, and Bro. W. B. Conway, as Secretary, and Bro. H. P. Deshong as third member of Local Board of Adjustment on Connellsville Division, B. & O. R. R. A dispensation being given by President Powell, the Division approved such election. This is the way for the members to do things, not stand back and allow someone else to do it far away, and I hope the brothers on other roads and Divisions will take cognizance of the fact.

Resignation of Bro. Landymore as Inside Sentinel was read and accepted, he having removed to West Newton, from which point he was unable to attend meetings regularly. Bro. Landymore has done good work since his election to that office and we are sorry to see him resign the position. He has, however, been succeeded by another faithful member who will do credit to the office.

Several bills were presented and ordered paid. Also vouchers ordered drawn in favor of Mrs. Sadie Neal, mother of late Bro. W. C. Neal, for \$50 death benefits, and \$5 sick benefits. A committee was appointed to draft suitable resolutions on the death of Bro. Neal, which will appear in another column of this issue. It is a sad blow to lose Walter, who was endeared to everyone who knew him.

Bro. Klingensmith was reported as being well again and resumed duty on January 8. Also Bro. Burket, of West Brownsville, Pa. Bro. George, of East Brady, was reported as being slightly better and we hope he will succeed in swerving off the sickness which has come upon him.

We were glad to see the smiling faces of Bros. Haines and Wallace, of Connellsville; also, Bros. Schlag and Wolford, all of the B. & O. R. R., and hope they will favor us with a visit soon again. Bro. Carey and Bro. Geo. T. Smith were also present, and made a few remarks under good of the Order.

Bro. W. G. Cooper, of Oakmont, was present at our meeting of January 6, and treated the brothers to a fine cigar each, announcing a baby girl had arrived at his home January 4 as a New Year's gift. The brother was warmly congratulated. Mother and baby doing nicely.

Bro. Schofield has returned from a trip to the far West. He also visited the Grand Division headquarters while away and says he was treated very kindly by those folks.

If any of the boys on the different roads want to see their territory represented in THE TELEGRAPHER, they should take a few minutes' time and write such notes and send them to our Secretary, who will see that they are promptly forwarded to

St. Louis for publication. If this is not done, it is impossible for our Secretary to write anything of the different roads. The large attendance at our meetings is gratifying, and we hope it will continue.

A regular meeting of the Division was held on January 20, with a large crowd of the boys on hand promptly at the starting hour, 8 P. M. All officers were present, except Bro. Shank, and he was not on hand, but had a good excuse, and that is, working at night.

The Secretary did not have any business to bring before the Division, with the exception of one letter from a brother who desires to make a change in his position. He has been working at one point for five years now at night and says the Division operator won't give him a promotion simply because he is a member of the Order. He says he will forfeit his position before he will withdraw from the Order. He is certainly to be congratulated, and if there were only more of such kind, these petty officials who are antagonistic to the Order would soon find out where they stand. Suffice it to say that the brother will be given a helping hand, and a better position than the one he now has will be secured for him.

Bro. Dacres was present and the Secretary read the petitions of ten new members he had secured on the Pennsylvania Railroad in the last week, and had promises of many more the coming pay day. At this writing our brother Secretary advises me that he has received another report from Bro. Dacres and it contains ten more petitions, which is certainly speaking well of the endeavors of Bro. Dacres and the assistance he is receiving from those already members on the Pennsylvania. Let all the brothers and sisters (as we now have about a score of the ladies with us) put their shoulders to the wheel and do some missionary work, so that when the Organizer reaches those who are not with us, that it will not be a hard task to secure them. The boys on the C. & C. Division have done wonders in this direction of late, and the entire Division is about solid through the individual efforts of those who were members before Bro. Dacres canvassed that territory.

Two petitions were also read from brothers in the Division, one from the A. V. R. R., and one from the Monongahela Division. These boys will be initiated in the Division room at the meeting of February 17, and if the new members along the Pennsylvania and other roads desire to witness the new initiation ceremony, I would urge that they be on hand that night.

Bro. Ullerry was reported as being confined to his bed with a very bad cold, but is now at work again.

We are very much grieved to chronicle the death of Bro. O. D. George, of East Brady, who died on Saturday, January 27, and was buried at his home January 29. Several of the boys on the A. V. R. R. were present at the funeral. The Division sent a very large floral emblem. Bro.

George formerly worked on the P. & L. E. R. R. before taking sick, and was well liked by his associates and fellow workmen on that road. Your correspondent never had the pleasure of meeting him personally. The bereaved parents have our entire membership's sympathy in this their hour of sadness.

The President appointed Bros. Eakin and Grubbs a committee to audit the books of the Secretary and Treasurer, but not having a report at this writing, we are unable to know as to what condition they found them. We judge, however, that if the meetings of this committee were as pleasant as those of former committees, and as efficient as former Auditing Committees, that they found the same up to date and correct and were well repaid for their time spent in such work.

I have no news from the boys on the Pennsylvania or other roads in this vicinity for this correspondence and am unable to say what is going on in that direction. If the boys on the different roads who are as fond of seeing what is being done as they say they are, and would forward such correspondence to our Secretary, he could turn the same over to the correspondent and the balance of the members would then know the "latest." See if some of you cannot do this.

Bro. M. B. Holton, who was last working for the Santa Fe at Pierceville, Kan., remits his dues to Bro. Hare and gives his address now as Gardner Station, Mass. This is a jump of your life, but "MB" is equal to the occasion.

Bro. George L. Eagye is now agent at Homestead, Pa., and is head over heels with work. George, however, is a hustler, and I think will soon see the bottom of the pile, if there is any.

Bro. Hanson, of Lebanon, blew in on us the other day and is looking very well.

Bro. L. K. Marr, of Philadelphia, General Chairman of Local Board of Adjustment on Pennsylvania Railroad, was in the city Sunday, January 28, and met several of the members of this Division. He should try and make his visits to the city on a date when we have a meeting and then he would be able to go back to the City of Brotherly Love and tell the boys there how we do business.

Having nothing further to report for this issue, I will close and trust the brothers will endeavor to assist your humble correspondent in securing some news for the next issue. "Jimsy."

In Memoriam.

At a meeting of Pittsburg Division No. 52, held this date, the following minute was adopted:

We are called upon to-day to mourn the loss of our esteemed Bro. W. C. Neal, who departed this life at West Penn Hospital at 3:30 P. M., December 25, 1899, from heart failure. We shall miss the benefit of the intelligent and mature judgment of one who in active life and full of years has been called to his last rest. True to the highest standard of uprightness and integrity; genial and pleasant in manner; benevolent and charitable in disposition, he was justly entitled to

the respect and honor of all those whose privilege it was to know him.

Resolved, That we place upon our minutes this slight tribute to the worth of one whose memory we will cherish, and that a copy of this minute be sent to his family, and one to our official journal for publication.

R. J. BEAM,
Chairman,
S. H. EAKIN,
C. H. HARRIS,
Committee.

January 6, 1900.

Harrisburg, Pa., Div., No. 3.

A very pleasant social event occurred at the home of Mr. and Mrs. H. H. Fields, on Pennsylvania avenue, Mount Union, Pa., Wednesday evening, December 27, 1899, it being the marriage of their youngest daughter, Miss Annie E., to Mr. Charles F. Klingler, of Petersburg, this county. A number of invited guests had assembled at the home, and promptly at the appointed hour of 5 o'clock, Miss Cora B. Fields, a sister of the bride, began playing the wedding march, which brought a hush to the happy conversation of all present, at the conclusion of which the bride and groom appeared in the center of the parlor, surrounded by the guests, where they were met by Rev. L. M. Brady, pastor of the bride, who pronounced them husband and wife, using the beautiful and impressive ceremony of the Methodist Episcopal Church. During this solemn exercise, in which the young couple in a graceful manner acted well their part, answering in clear and distinct tones, the assembled guests took a keen, yet solemn interest, immediately after which the bride and groom received the hearty congratulations of all the guests.

The bride looked handsome in a rich cream gown, as well as the groom, who wore conventional black, and together as they stood before the man of God to be made one for all time to come, they presented a pretty picture. (Of course, there was a wedding supper, and an elegant one, too, which all present greatly enjoyed. The general good feeling that prevailed was a feature of the occasion, which helped to make this wedding the happy one that it was. The young bride is one of our best young ladies, possessing many pleasing qualities of mind and heart and will make the man of her choice a splendid companion and helpmeet. The groom is the son of Mr. and Mrs. John and Mary Klingler, of Marysville, Pa., and at present is in the service of the P. R. R. Company at Petersburg "GQ" office as telegrapher operator, and is a young man who comes well recommended as industrious and frugal and abundantly able to make his young bride happy through life.

The following guests were present: Rev. L. M. Brady, wife and daughter; Mr. and Mrs. H. H. Fields, parents of bride; Miss Cora B. Fields, sister of bride; brother H. H. Fields, wife and family; Mr. and Mrs. R. J. Faust, Dr. and Mrs. Gregory, Mr. and Mrs. Chas. Inguers, Mr. and Mrs. J. F. Norton, operator at "MU"; Mr. and Mrs. M. T. Whittaker, Miss Amanda Fields, cousin

of bride; Mrs. Heckert and daughter, Jennie, Mrs. Sheaffer and E. M. Baughman. The guests from a distance were: Mrs. Hornberger and daughter, Marysville, Pa., sister of the groom; Mrs. Ed Klingler and son, of Lucknow; Dr. Geo. C. Borst, Newville; Miss Mary Withington, and Opr. Simpkins and wife, of Petersburg. Quite a number of handsome as well as useful presents were given.

The groom is a charter member of Division 3, O. R. T., Harrisburg, Pa., and always carries an up-to-date. We, therefore, tend congratulations and a happy New Year and many of them.

Just one word more, and I will cut out as soon as I get my cigar. Now, Bro. Charles, do not forget to pass them around, as we all enjoy a good smoke.

Illinois Central Ry.

I would like to say a few words along the line of organization. I believe every telegrapher should belong to the Order, and I believe nine out of every ten would come in the ranks if invited and urged to do so. I will relate something of my own case which will prove that we have not enough workers or organizers.

I have been a telegrapher and agent for nine years and have never had the pleasure of meeting an organizer or field man, and have only met two members of the Order that mentioned the fact that I ought to join.

There are thousands of men and good material, too, to be had merely for the asking. It's time to be up and doing. In the vicinity of Memphis the "fields are white unto the harvest." We may howl ourselves hoarse over the near-sightedness of the "nons," but the ranks are not doing their duty.

Query: Why is it that a railroad conductor working ten hours per day, making a 200-mile trip, is paid \$90 per month, and the agent and operator, who works twelve to fourteen hours, is paid \$45?

It cannot be said that the conductor earns more money for his employers than the telegrapher and agent; nor is the work of the latter less onerous or important.

Yours in S. O. and D.,

CERT. 2419.

N. Y. C. & St. L. R. R.

First District:--

At "B" office, Buffalo, Messrs. Chamberlin and Seemans can be found days, and Opr. Parlon, nights.

At West Seneca "WS" Opr. Stedwell, nights, can be heard any hour of the night jollyng.

At Cascade "CA" Opr. Jones, days. Opr. Rison was off duty one week visiting friends in Ft. Wayne. Came back with 35 cents in his pocket. Beat that, boys.

At Wallace Junction "WA" Opr. Bixler, days. Opr. Whalen, nights, was relieved by Opr. Baker from off the Bessemer.

At Thornton Junction "RS" Opr. Robinson was off duty a few days. Opr. Randall, night man, relieved him, while Opr. Cummings relieved Opr. Randall, nights.

At Dunkirk West End Double Track "AD" Opr. Mulcahy, days. Opr. Gardner, who has been doing the night act, has gone to Woodland, days.

At Westfield "FD" (Bismarck) Blatner can be found.

At North East "NH" Opr. Seeley, days, and Opr. Roland, nights.

At Erie Depot "Z" Opr. Weed, days, Opr. Shaver, nights. The heart breaker says he can only get about four hours sleep nights. How about it "Put"?

At Lakeview "KN" Opr. Green, nights.

At Angola "NA" Opr. Smith has been off duty a few days, relieved by some new man (name unknown).

At Irving "VI" Capt. Kidd, nights.

At Silver Creek "MI" Opr. Hazen and his violin, days, and Opr. Mulkin, nights. What is the attraction at Brocton, "Mul"?

At Springfield "SF" Agent Randall was off duty a few days, relieved by Opr. Robinson, of Thornton Junction.

At Conneaut Yard "XD" Dad Marshall is working east side, days, with Opr. Cole, nights.

Yours in S. O. and D.,

CERT. 24.

Second District:--

At Conneaut Yard office "XD" we have Opr. Schowalter, nights, and Opr. Fable, days.

Opr. Temple goes to Ashtabula, night. "13," he will not have to go under the office for coal now. How about it, "H"?

Bro. E. A. Hill still continues to keep things moving at Madison, nights.

At Painesville "PE" we find Opr. Young, days, with Opr. Slee, nights.

At Willoughby "BS" we have Opr. Burnett, days, with Opr. Doty doing the "owl."

At Woodland "WN" Opr. Gardner, days, Opr. Tiffany, nights.

At Broadway, Cleveland, Bro. Terback, days, Bro. Burnap, nights. Bro. Beaumont resigned to accept position as yard clerk, Cleveland yard office.

Bro. Terback was off duty three days, relieved by Opr. Carson from East End double track, Mr. Carson being relieved by extra operator Howlett.

At West End Double Track "DK" we find the old stand by Bro. J. T. Coffey, days, while Bro. Keinze throws the switch, nights.

At Clogville "CE" Bro. C. F. Mayer was off two days, relieved by relief agent Cosgrove.

Yours in S. O. and D.,

CERT. No. 7.

Philadelphia, Pa., Div., No. 4.

"Fine feathers make fine birds (in appearance) is equally true with the saying that "you cannot spoil a rotten egg."

No. 4 has changed its meeting quarters from the dingy and undignified place where it has met since its institution to a room in the Odd Fellows' Temple, and when the conservative Odd Fellows would rent to a labor organization we may well be assured that the world moves. Still E. V. Debs addressed a meeting two or three years ago, more or less, in the auditorium of the same place.

The polished quarters in the Temple made the boys all look as if they were wearing better clothes and had received an advance in wages, and they all sat bolt upright like men because they were confined to easy chairs and could not lounge on long settees, which marks an advance in the dignity of the Division, which will surely help the boys to grow in grace as they grow in age. The Division made another step in advance in adopting a comprehensive set of by-laws to print, for which we propose to take up a collection if we are too poor to pay the amount from the treasury, but we have figured on that, and the new copies will come all right. But laws are of no service if they are not lived up to. To enforce laws when we feel like it, and especially when it suits our particular purpose, and to violate them when it does not suit our particular purpose, is not science, but downright roguery, and if small bodies of individuals will not dwell together in unity, why should they complain if they are brow-beaten, bluffed, oppressed and cheated by those outside of their little circle. An organization is an individual—a corporate individual—and whatever your actions towards a corporate individual that is your actions towards a person. If we would violate the laws of our organization we would violate the laws of our country, and if we would violate the laws of our country, we haven't character enough to act squarely with our fellow-man. To evade a law is bad enough, but when an organization would vote to violate its own laws we almost have assurance that there would be little justice to be had within its precincts and that its laws are farcical. Consistency, thou art a jewel.

To see ourselves as others see us is the song of the poets, but unfortunately a person has to live to grow old enough for the hair, which was once as thick as meadow grass, to disappear from the top of his head, and then he can look on others and see them as he was; and when the hair begins to thin out on the top of the head of some of those of No. 4, who think that a person, a man, is superior to organization, law and order, they will then see themselves as they were and as other people see them now, and will understand what a foolish proposition it is that we cannot afford to enforce law. It was the friction of thought on the inside against the roots of the hair in trying to devise means for success that caused the Division correspondent to have so extended a forehead.

S. W. H.,
Div. Cor.



ANDREW WILL.

In Memoriam.

WHEREAS, The great and Supreme Ruler of the Universe has in His infinite wisdom removed from among us one of our worthy and esteemed brothers, Andrew Will; and

WHEREAS, The intimate relation held with him in the faithful discharge of his duties in this society makes it eminently befitting that we record our appreciation of him; therefore, be it

Resolved, That the wisdom and ability which he has exercised to the aid of this Order by service, counsel and contributions, will be held in grateful remembrance.

Resolved, That the sudden removal of such a life from among us leaves a vacancy and a shadow that we will deeply realize.

Resolved, That with deep sympathy with the bereaved family of the deceased, we express our hope that ever so great a loss to us, all may be overruled for good by Him, who doeth all things well.

Resolved, That a copy of these resolutions be forwarded to the bereaved family of Bro. Andrew Will, and a copy forwarded for publication in THE RAILROAD TELEGRAPHER, and also a copy spread upon the minutes of this Division.

R. H. CONWAY,
W. C. FRAZIER,
W. E. HOOPES,

Committee Division No. 4.

P. D. SELL,
JAS. HUTTON,
L. K. MARR,

Committee Division No. 30.

Bro. Andrew Will departed from this life on the 4th day of January last, after a painful illness of several weeks. Bro. Will has been connected with Division No. 4 for a considerable time and has at all times been held in the highest esteem by his fellow members, associate workers

and employers. He has been in the employ of the Pennsylvania Railroad since 1872, and has been almost continually in the signal department since that time. For a number of years he had charge of Interlocking at Seventeenth Street Signal Tower, nights. These last four or five years he was located at Thirty-second Street Tower, daytime, in charge of the Electro-Pneumatic operation there. In life he proved himself the truest type of manhood and made many friends, and the needy he prided himself in aiding. His family has lost a kind husband and loving father. On the announcement of his death a circular letter was issued by Mr. Emmons, Supervisor of Signals, to all in the department, as an expression of sympathy, and requesting all who could possibly do so to attend the funeral. A beautiful floral design was presented by the members of Divisions 30 and 4 in the form of a broken column, with the letters, "O. R. T." and "Our Brother." The Signal Department presented a pretty design, also representing a semaphore signal standing at "Safety." The members of both Divisions presented themselves in good numbers to take a last look at and parting farewell of their deceased brother. Three carriages delivered our brothers at the cemetery, where the farewell address was delivered by Bro. R. H. Conway. The funeral was well attended, as our brother was connected with several other organizations, the Masonic fraternity, particularly, being present in goodly numbers.

P. R. R., EAST OF PITTSBURG.

Assessment No. 1.

Account General Committee Pennsylvania Lines East of Pittsburgh, Order of Railroad Telegraphers.

An assessment of (50) fifty cents is hereby declared for defraying expenses necessary for our representation in Federation held at Pittsburgh, December 18 to 31, 1900, inclusive. Remit to Secretary General Committee within (60) sixty days from receipt of notice.

Yours in S. O. and D.,

E. L. ZIMMERMAN,

Approved: *Secretary General Committee.*

L. K. MARR,

General Chairman.

Kansas City, Pittsburg & Gulf Ry.

As we have not seen anything in THE TELEGRAPHER from this system for some time will venture once more to make ourselves heard, and let the gallant knights of the key know that we are not asleep, as our continued silence would indicate, but are awake and up and doing. There is no railroad in the country which has been more benefited by the Order than the P. & G. Our

condition before the securing of our schedule was miserable, and we had to do the day and night act, too, without any compensation. We have several evils yet which, it is to be hoped, will be remedied at an early date, the worst feature of which is the minimum allowance for overtime. Under the present schedule we are only allowed pay for thirty hours overtime, unless we work over sixty hours overtime, and this works a hardship on those of us who have to meet a regular train every night in the month and get nothing for all the extra calls unless they exceed sixty hours per month. We believe that the laborer is worthy of his hire, and think that if the matter is brought up in proper shape before the new officers who are expected to be installed soon, that we can obtain the concessions above referred to. We should not fail to mention, however, that we have received one concession which was not officially asked for, and that came about through the generosity of our gentlemanly passenger agent, Mr. H. C. Orr, in the way of an allowance of commission on local ticket sales.

We regret exceedingly to have lost our former Secretary-Treasurer, Mr. J. O. Byrne, who resigned his position at Richards to accept a lucrative position with the South Pacific, at Albuquerque, N. M.

Mr. P. H. Williams, who is now acting Secretary and Treasurer, is giving the best of satisfaction, and is the right man in the right place, and it is to be hoped that he will be retained permanently in this position when the result of the last election is announced.

Ham factories have been reduced to a minimum on this line, but, unfortunately, we have one agent on the Northern Division holding one of the best jobs who will not join the Order, and who still persists, in spite of the entreaties of many, to do the Ham-teaching act, and occasionally gets involved in a little trouble with the dispatchers, on account of his "Hams" answering on wire, and we notice of late that this worthy (?) gentleman gives his private letter when answering "Ds" for a "9," so that he may be distinguished from the balance of his "Hams."

Grandview P. & G. office is now closed, and Fatty McBroom is now operator for the Frisco, at Dodson.

Rumor has it that Bro. E. D. Haines, who resigned his position as agent at West Line, now has a good position with the St. J. O. & G. I. Ry.

A new office has been opened at Panama, and an agent appointed, but we have not learned his name.

Bro. F. P. Clark, Agent at Rich Mountain, is taking a protracted lay-off, on account of sickness, and is now in Dallas, Tex., recruiting up.

There have been but few changes on the road of late, and for lack of proper information, we cannot give particulars.

Yours in S. O. and D.,

CERT. 135.

Old Town, Me., Div. No. 11.

Readers of THE RAILROAD TELEGRAPHER will probably be surprised to see a line from Division No. 11. We have had two meetings since the good work began, some time in November, 1897, and they were both well attended by members from the Bangor & Aroostook and Maine Central, and I think one or two from the Washington Co. R. R. were present at our last meeting. Everything in the line of O. B. T. is rushing on the M. C. All the boys on the Eastern Division, except one, are O. R. T. boys. The Mountain Division is O. K., with the exceptions of, perhaps, two, and one of the best organizers in the business is now on his way over the Portland Division, with all prospects of getting every man on the whole Division, and within one month the whole system of the Maine Central R. R. will be solid O. R. T.

It has been about five years, I think, since the first attempt to organize the Maine Central and Bangor & Aroostook Railroads. Since then everything has been dead, or nearly so. Bro. Lusk, I believe, traveled the M. C. and B. & A. at that time with all the courage a man could have until he came to a train dispatcher who, working thirteen hours for one night at the rate of \$45 per month, was more than satisfied, and would not join the O. R. T. Then because he thought it would not be to his advantage to do so in his present position, gave up the ghost and went home; and I don't blame him. Brothers, if we don't help ourselves, how can we expect others to help us? "God helps those who help themselves."

Commencing January 1, 1900, I understand all the night operators on the M. C. R. R. got raised to \$45 per month. Now, boys, this is a fair thing, but don't neglect the O. R. T. Keep right on until we get something to protect this salary; we are getting it now, will we get it to-morrow? This is the question which everyone of us should have asked ourselves three or four years ago. We were all right then, have we been since? No, but we mean to be dealt with right in the future if the O. R. T. can do anything for us. Now, brothers, let us do all we can to keep up an interest and gain what we have long been in need of—a contract. Yours in S. O. and D.,

"MDZ HKS TQEA VHX."

M., K. & T. System, Div. No. 22.

Brother non-member, this issue of THE TELEGRAPHER is sent you upon request of the members of this Division. It is a special appeal to you for your assistance in its support. Why not send in your application at once, and thus show to the boys along the line that you are with them in their efforts for advancement? Just as long as you remain outside, just that long will you delay those that are working for the good of the Order, and the longer will you have to wait for better

conditions for the profession. Will you not come now?

Members who have been remitting their dues to the Grand Division, not only experience delay in getting their card, but cause confusion in accounts. Please don't do it any more. Your insurance assessments only should be remitted the Grand Division.

Bro. W. A. Stuart, of Kiowa, I. T., has been appointed Chairman of the Second District, vice T. W. Howe, resigned.

Mr. J. S. Adam, agent at Dunlap, has begun a regular attendance at early morning services Sundays, which we are glad to note, as we realize what a sacrifice it is on his part to arise so early in the morning.

Mr. C. S. Walton, formerly of Kincaid, is now working nights at Warner Junction.

The boys on the Choctaw are sorry to hear that Dispatcher Gardner has left them, but glad to hear that he has accepted a good position on the Michigan Central.

Bro. J. W. Yenkey, of Walker, Mo., took a vacation last month, relieved by Bro. H. E. Biggs.

Mr. C. V. Poe expected to leave the first for his old home in Buffalo, N. Y. He has been working at Checotah for a while.

Mr. Zonigan, from the C. O. & G., relieved Mr. Gardner as Dispatcher at Denison.

Well, here comes a letter from Bro. M. M. Lott, dated Boonville, Ark., saying that he is working for the C. O. & G. down there. It's been some time since we have heard from him.

Bro. F. C. Vierus, formerly of Cat Springs, Tex., is now working for the Sunset Route, at Edgerly, La.

Notice.—Brothers that have not already done so, please remit \$4 on account of dues to June 30, 1900. Please note that under our new laws, brothers sixty days in arrears are not considered in good standing.

L. D. McCoy, L. S. & T.

Selma, Kans.

St. Louis Division:—

Mr. H. L. Massey is now regular night man at Marthasville.

Mr. McBride, of McBain, is off for a few days, and was relieved by Bro. H. E. Ferguson, of Marthasville.

Bro. H. L. Wilson, of Wilton, was calling on the boys along the line the other day. Glad to see you, "W.N." Come again.

Bro. Chas. Stilwell continues to hold down the agency at Franklin Junction. Plenty of work there, and a good man to do it.

Bro. Chiles is back at McKittrick, after a few days off during the holidays, and seems none the worse for wear.

Very few non-members on this Division, which speaks well for the boys, as well as their efficient Chairman.

Bro. A. C. Eidson was set out in the cold the other day, on account of closing his station. This was pretty sudden, wasn't it, Bro. Eidson?

Bro. Johnson is now nights at St. Charles. J. says the "social abilities" of "S" were too limited for him.

Bro. C. W. Steele is now regular agent at Holstein. "CW" says it's cheaper to live with your wife's people than to board.

The force having been reduced in the dispatcher's office, at Franklin Junction, Mr. Peterson is now on nights at the Junction.

Dame Rumor says that Bro. Turner is about to take unto himself a better-half. Congratulations in advance, "TR."

Bro. H. B. Evans speaks of the arrival of a new O. R. T. chap at his place. Bring him up in the footsteps of his "dad," and we will risk his being all right.

Mr. C. D. Hard is now agent at McBain. Mr. Peck is going to Jefferson City as agent.

Hannibal Division:—

Some of the boys on this Division seem to be getting plenty of mail. Hope they will heed the requests of their brother telegraphers, and make their Division one of the most solid on the system.

Bro. H. H. Goldsberry says that he is henceforth going to keep on the right side of the fence. Glad to see you back.

Bro. J. F. Blakey is still day operator at Fayette, and does not forget his duty to his fraternity among the numerous other duties he has to perform.

Several of the boys on this Division have signified their willingness to help us, and we hope that they will never have occasion to regret the step. We need all the boys. Come now. Look to the future. Maybe we can benefit by the errors of the past. With all your assistance, we know we can.

Parsons Division:—

Bro. W. P. Loofbourrow, operator "FR" Kansas City, still has plenty of work to do, but is always ready to give the boys out on the line an ear to their many inquiries.

Bro. H. F. Klotz missed considerable by not getting to take in the "hop" down the line the other night.

Mr. E. H. Bryan is back at Parker, nights, again. He worked at Moran a while, but expects "H" has more attractions than "M" for him.

Mr. E. H. Bryan worked for Sister Anna McLane, agent, Goodrich, while the latter visited over Sunday at Parsons, recently.

Mr. J. W. Buzbee, agent Centerville, reports that there is "about four days' supply of water in the pond to-day."

Bro. McCoy, at Selma, might give you a few pointers on "How to load a calf in an express car."

When they get the new side track in at Kincaid, Col. J. M. Lollar will understand why he was provided with 'em long legs.

Mr. C. E. McCallen, agent Moran, was over at Fort Scott attending court last month. Chas. De-

Bus, of Parsons, did the work at "M" during his absence.

Mr. L. A. Long has returned from an extended visit in Southern and Western Kansas. Hope you had a good time, "G."

First Trick Dispatcher F. C. Cowden has been enjoying a two weeks' vacation.

Mr. H. L. Bender, who has been working second trick on the Parsons and Neosho Divisions, has returned to his old post in "GO," owing to the reduction in force. This "bumped" Mr. W. E. Bellman, who returns to his former position in Denison "WX" office.

Bro. T. W. Howe, the genial agent at Erie, while engaged in a friendly "bout" with the boxing gloves a few days since, dislocated his shoulder by striking a hard blow at his opponent, and missing. After two hours' hard work, the Erie physicians gave up the attempt to reduce the fracture, so Tom had to go to Parsons, where the company doctors, Tenbrook and Maser, waited on him, after which he promptly forswore all practice in the "manly art."

It is reported that Mr. L. A. Long, night operator at Moran, intends to go into partnership in the near future, but who the lucky maiden is we have not been able to learn.

Cherokee Division:—

Bro. F. N. McQuerie still does the day act at Oswego, with Frank Whitsett, nights.

Bro. C. J. Stutler, days, at Chetopa, with Mr. Pascal, nights.

Night telegraph office at Welch, I. T., has been closed, and they have given Agent Marker a mail carrier. Will says he can carry U. S. mail O. K., but can't pound brass.

Bro. Joe Walsh, day operator, and Bert Owings, nights, at Vinita, were recently vaccinated, and we are informed they both "took;" in fact, Bert's took so well he had to lay off a few nights, being relieved by Mr. Oliver, of Pryor Creek. Joe was out walking with his sweetheart the other evening, and, he says, the misery of having a sore arm on this occasion was something "horrid."

Agent Snyder, of Pryor Creek, made a flying visit to Parsons a few days ago.

Bro. Ragland, former day operator at Vinita, is now working at Salt Lake City, Utah; says they were given a raise last November, and he now gets \$75 per month. Says he gets to see a "Katy" car out once in a while, and it looks like home.

Bro. W. A. Whitla, former night man at Vinita, was transferred to Parker, Kan., on account of reduction in force.

Our train No. 3 looks kinder short since the sleeping car has been taken off this run.

Bro. J. W. Reeves, agent Adair, had a fine, large Oregon party out of his station recently. They went via the Katy and "Q."

The "Katy Flyer," train No. 6, Engineer Hotchkiss, a few days ago, made the run from Muskogee to Parsons (117 miles) in two hours and forty-five minutes, which included all stops. How is this for flying?

We understand Bro. E. E. Delaplain, of LaBette, is raising trained dogs to be used in the Dr. Connor Pony Show, which will start on the road soon. Is this true, "Ed?"

Mr. W. H. Bumstead, night operator at Wagoner, made a business trip to Parsons the 25th.

Mr. Halcomb, agent at Gibson, has instituted what he calls "the hoop system" of delivering messages and "19" orders, which is receiving much praise from the trainmen.

Texas Division:—

Bro. Marsh Spawn, agent Nocona, has been off several days, account severe illness of his wife, at Bells. Bro. J. A. Nesbitt, formerly of Santa Fe Div. 23, acted as agent during Bro. Spawn's absence.

We are glad to note that Bro. Chas. L. Lingle has returned to work at Belcher, after a three months' trip through New Mexico for his health.

Mr. S. S. Phillips, formerly agent at Belcher, has returned to Whitewright, as operator.

Bro. A. H. Pattello, who worked several years ago for the Katy, but now in business at Lone Oak, has joined the O. R. T. Thanks for your assistance, brother.

Mr. D. C. Overfelt, of Carlyle (without mentioning such) secured a thirty days' leave of absence, and went to his old home, at Holliday, Mo., and took unto himself a better-half. Long life and happiness to you and yours. Good time to join the Order, brother, as a matter of business.

Mr. W. A. Hain relieved Mr. Overfelt while the latter was away on his vacation.

Bro. J. O. Hoard, of Bonita, took a couple of weeks' vacation, and visited his mother at Celeste.

Bro. R. B. Gleason, of Denison, has left the service of the Katy.

Mr. M. A. Martin is working nights at Hillsboro, Bro. C. W. Carrington being promoted to Ray, days.

Mr. H. B. Spillman, day operator at Hillsboro, has not as yet registered. Hope to hear from him soon.

Night offices have been closed at West, Lorena, East Point, and Bartlett, this month.

Mr. W. H. Pearson, from San Marcos, is now agent at Reedville.

Bro. L. C. Voelkel, formerly agent at Reedville, is now day operator and clerk at Bartlett.

Bro. E. B. Hill enjoyed a few days' leave of absence during the holidays. He was relieved by Bro. High, recently from the P. & G. at Kansas City.

Bro. W. D. Custead, agent at Elm Mott, was relieved by Bro. L. M. Snodgrass, from West, one day this month.

Bro. High worked a few days for Bro. W. D. Mills, agent at Brookshire, first of the month, while Bro. Mills went to Lorena to make arrangements for a house to live in, as he expects to be transferred to that station soon.

Bro. S. L. Hershberger, agent New Ulm, was a visitor at Houston and Galveston on the 22d and 23d. He was relieved by Mr. Wilson, from Sedalia.

Trinity Division:—

Bro. J. J. White, the society man, is our congenial agent at Colmesneil, relieving Bro. Ford, who went to Fayetteville. Bro. W. says that was all a story the boys started on him; that he never thought of such a thing. What was the trouble, brother?

Bro. E. Jackson has resigned the agency at Chester, relieved by Geo. Parks, a nephew of our worthy dispatcher at Trinity. We are sorry to lose Bro. Jackson, and wish him well.

We have Bro. O. C. Harry, at Corrigan, not in line, who is a "backslider" of many years, and think it is time he was getting into the fold, as he is too good a man to be without the protection of our noble Order.

Houston Division:—

We understand the office of Division Superintendent is to be abolished at an early date. We are sorry to know that we will lose our Superintendent McDowell, who has always been a friend to the boys.

Bro. Hershberger is taking a ten days' rest, which is much needed, being relieved by Bro. Wilson, from Sedalia.

Bro. Douglas is now domiciled at "Katy," having been "bumped" by Bro. Best, at West Point.

We are glad to learn that Bro. Best's B—s has not troubled him since leaving Fayetteville, ha! ha! We understand there are some artistical memorials of Bro. Best, in oil colors, in freight office at Fayetteville.

Bro. Hermany is now cashier at LaGrange freight office. Since leaving Fayetteville, there has been no less than five agents there. Some say it is a snap, but I don't think. We now have Bro. Ford there, who seems to be equal to the occasion.

We understand "Rosanky" will soon be without a telegraph office, as that office will be closed.

We learn Bros. Mills and Vermillion will soon exchange stations. Bro. Mills goes to Lorena, and Bro. Vermillion to Brookshire.

Bro. Tait, of "SM," spent the holidays with loved ones in Missouri.

It has been said there are attractions over in the "pine woods" for "DO." Better go slow, old boy.

There are a few "nons" on this Division. Let's get in behind them, and have division solid. What say you?

In S. O. and D.,

CERT. 25.

That Schedule Fund.

To the boys on the "High Line"—and all the other boys, too—I wish to say just a few words about the schedule fund and matters in general.

You have been very good, and waited very patiently for some word or act to reward what had been done relative to the schedule fund, to which almost every man on the "High Line" contributed.

The facts are these: *First*, That Bro. Powell required us to have a certain per cent of the

telegraphers on the system before he would authorize the committee to meet with the officials for a revision. *Second*, The required per cent was not forthcoming. Consequently, inasmuch as we were unable to meet the conditions, the committee could do nothing at this time. "What became of the money?" Yes, that is just what I was about to say. The money having been raised for this purpose, it was deemed best to lay it away for that purpose, and hold it until we are in shape to use it. And so, we have *that much* to count on when the time comes, although it is not as much as we shall need, and when we get in shape to use it we can add to it and make it sufficient for our needs.

I know some of you feel that, inasmuch as the committee did not go to St. Louis, the funds should have been divided up again, and refunded to those contributing. Personally, I do not share in that conviction at this time, though I did so feel earlier in the game. I am satisfied that the proper thing has been done, both by Bro. Powell, in refusing to let our committee go to St. Louis, only partially prepared, and by our General Secretary, in laying this fund away for us. It is a hard task to raise funds. We never raise *all* we need at *one call*, simply because *some* hold back and pay nothing, or next to nothing, expecting that there will be enough willing paying members to raise all we need. And if this money were returned to us now and another call were made (no matter where) we would have spent it, and be just as hard up for finances as we were when this call came. I know I would, for I need every cent I get, and more, to enable me to live any ways near as I want to. And if I had it back, and the call came again, I would not feel like *doubling* the contribution. I could not do *that*. Few others could, or *would*, I think. The result would be, we would all do just about as we have done before, and about the same sum would be raised. And *that* sum, like *this* one, would not be equal to our needs, and we would still be "*weighed in the balance, and found wanting*"—wanting more money—and the committee would be crippled in its work, though all things else were in readiness. It is not at all likely we will ever find another committee willing to pay their own expenses, as the other committee did. When our committee goes to St. Louis, next time, let that be when it may, there must be sufficient funds in hand to amply protect them while they are on duty. Therefore, I say, let us rejoice that we have a good beginning for the fund safely laid away, and try and keep ourselves in readiness to do *as well*, or better, if possible, when the next call comes, as come it must, before we are *financially* in shape to meet the officials.

It is useless to attempt to do anything, especially a work as important as this is, before we are *prepared* to do it. Of course, we all regret the *postponement*, but better *postpone* than *fail*.

Seeing, then, that postponement is upon us, let us avail ourselves of the time thus afforded to do some missionary work, and see if we cannot educate those not now members into the Order. There seems to be an impression among some of the non-

members that the Order is an *organized enemy of the railways*. Nothing of the kind is true. Can't we educate them out of that medieval idea? Can we not show them that our object is not to *bleed* the company? That we have no intent to *oppress* the company? That the perfection of the Order, its *ideal* when attained, is really *in the interest* of the company? That the *practical* value of the railway company depends in no small measure upon the *practicability* of the operators and agents along the line? We see at once—everybody sees—that the more perfectly, scientifically, the railway company is organized, the more efficient it is. Well, we are simply one of the factors in the makeup of a railway—one of its parts. If organization is good for the *whole*, isn't it good for the *parts*? Isn't it *essential*, in fact, that each *part* be thoroughly organized in order that the *whole* may be? And, cannot we convince our non-member brothers that this is true, and thus draw them to us? We certainly can *try* it.

Now, if I were asked to state the case to a non-member, I would put it in about this form:

The *first* purpose of the O. R. T. is to organize the profession into a compact body, and unify its members, so they will *feel and recognize the sense of brotherhood* that binds us into one family, where "an injury to *one*" is seen and felt as "the concern of *all*"; or, as Paul expresses it, "If one member suffers, all the members suffer with it."

The *second* purpose is to elevate our business to the plane of a *profession*, and enable us to claim our rightful place in the business of the world, and give us some means of control over those who compose the profession; to enable us, like the bankers, lawyers, physicians, engineers, etc., to establish a standard of excellency and bring our members up to it.

The *third* purpose of the Order is to provide *insurance* benefits for its members and beneficiaries.

Neither of these purposes can be attained single handed and alone. *To get them, we must organize*. Any business, to be successful, must be well organized, officered, and manned, and every one *allied* to that business should be *identified with* the organization that fosters its interests.

Let us, therefore, my brothers, make a personal appeal to every agent and operator, not now a member, and who is eligible, to "Come over into Macedonia" (the O. R. T.) and help us carry on the work of the only organization on earth that seeks to benefit agents and operators.

Let all those who hold membership be prompt with remittances, and keep an up-to-date card ever in hand. Every dollar paid into the Treasurer's hand is *so much invested* (that's exactly it, sir; our dues and assessments are investments) *in our business*; and "our business," properly managed, will pay us in return, soon or late, *in proportion to the capital invested* and care given.

Your Friend and Brother in S. O. and D.,

CERT. 251.

Canada Atlantic Railway.

Quite a number of the wags seem to think that "Sleepy Brother's" items in November Journal were all right.

A meeting of Ottawa Division 15, C. A. Ry., was held at Glen-Robertson, Jan. 21, in Richardson Hall. Thirteen members present. Local President J. Cerbett in the chair. Quite a lot of business being disposed of, the voting for local President took place, resulting in Bro. Sheppard being elected. A question that was fully discussed at the meeting was what stand to be taken in the event of a brother scandalizing another. Our present Secretary has come in for uncalled for abuse from some brother who did not get his card in time. Although our Secretary's reputation was at stake, the calumniator was allowed to go without a charge being preferred against him. I am sorry to find this is not the last to be heard of this matter. They should have taken the brother's address who moved expulsion.

Bro. McQuade, of Moose Creek, was in attendance, smiling as usual. Bro. Munroe was there, also.

Mr. J. E. Duval, our old and much respected chief dispatcher, has been promoted to superintendent of car service. Quite a substantial testimonial was presented to him by all the boys on the road. We wish Mr. Duval every success.

Mr. F. L. Lamplough was appointed chief. This is a well deserved appointment, as Mr. Lamplough was second trick for many years—was appointed second trick at the age of 16. We all congratulate "Fred," and wish him to long enjoy his well-earned promotion. Rielly takes first trick; Bro. Landon, second; Cerbett, third. All good boys.

P. D. Hamel, of Blue Bonnets, Ont., was appointed Assistant Secretary of our Division. All remittances and correspondence should be addressed to him.

Bro. Newter, of Sprucedale, is nights at Alexandria.

Bro. Allison, of Dalkeith, is now agent at Greenfield.

How does Bro. Dolphin like Greenfield for a summer resort?

Quite a number of the boys intend coming into the Order this term. That is right, boys. No use being ugly. No matter what society or union you belong to, you will see things that are not to your liking. Still, your judgment might be in error.

Yours truly,

"KICKER."

New York, Div. No. 44.

The first regular meeting of the month was called to order at 8:30 P. M., Jan. 3d, by our worthy local President, P. H. Enright, with thirty-two members present.

Roll-call of officers found all at their respective stations, with the exception of Past Local President W. O. Jackson, the Chair appointing Bro. C. G. Curtis to fill the vacancy pro tem.

Minutes of the two previous meetings were read, and those of Dec. 8th were approved.

The petitions for membership of F. W. Quinlain, agent Water Mill, L. I., and Franklin Newton, towerman Glendale, L. I., were presented, with the favorable reports of investigation committees. By clear ballot, they were duly elected members.

The usual collection to defray the expense of refreshments on invitation nights was taken, with favorable results.

Chairman of the B. of A., P. H. Enright, gave a report of the doings of that board, submitting various correspondence, which was approved and filed.

Bills for stationery, etc., to the amount of \$12.37 were ordered paid.

Considerable interesting correspondence was read and filed.

The following Committee on Entertainment for invitation nights was appointed, with power to furnish refreshments: Bros. R. E. Enright, J. F. Hinterleiter, J. M. Wilson, Edward Aston, and T. A. Gleason. The question of beverage received a lively discussion, after which a ballot was taken, with the commendable result that no beer be served.

No further business, so the very successful and interesting meeting was closed at 11 P. M.

The second regular meeting of the month was held on Sunday, Jan. 28th. Meeting opened at 11:10 A. M., with about the average attendance. In the absence of regular officers, the vacancies were filled pro tem. as follows: Local President, T. F. Moon; First Vice-President, John Cummings; Second Vice-President, J. J. Keating; Past Local President, H. E. Place; Marshal, E. B. Pine, Bro. J. F. O'Rourke guarding both doors.

I will say here the regular officers are so situated as to be unable to attend the day meetings, hence the usual necessity of filling their places each time, and it behooves all members to familiarize themselves with the general formalities of the meetings and the duties of the different officials.

Two new members were elected—P. C. Blicher and Jas. Keenan, both employed by the L. I. R. R. Co.

Bills for stationery, etc., to the amount of \$13.05 were ordered paid. The usual bunch of correspondence was read. This is always interesting, as it indicates the fraternal feeling of brothers of the Order, and that their interest extends to all classes of labor. The steady growth of our Order is manifested, and representatives may be found to-day in almost every part of the Western Hemisphere.

Under Good of the Order, various talks and beneficial suggestions were offered by different members. Bro. B. H. Enright gave us an interesting and comprehensive talk on the benefits to be derived from the O. R. T., which are found to far exceed those of any other order in existence. This may seem a preposterous assertion to those who are unfamiliar with statistics. Join us, and be easily convinced.

The question of Sunday meetings, which has for some time been lying in a lukewarm state, was

again taken up and thoroughly discussed. As a result, we submit the following:

Notice to Night Men.

All members who are able to attend the day meetings, held for the benefit of the night employees, are requested to make extra effort to be present at the next regular day meeting, on Feb. 25th, when a final vote will be taken on the advisability of changing the meeting days from Sunday to some week day; also, to decide on which week day to hold them. As this question is of interest to only the above specified members, we would like to see you all attend. The meeting was closed at 12:50 p. m.

L. I. R. R. Notes:—

This has been a model winter thus far for rail-roading on the L. I. No snow to speak of, and very mild weather generally.

Passing hurriedly over the Montauk Division, we find a goodly number of loyal O. R. T. boys.

First, at Montauk Junction, is Bro. John Cummings, who pronounces married life a happy success. Next comes the Drawbridge, with Bros. E. H. Roe and J. J. Gallagher, anxiously waiting for the summer season, with eight-hour tricks. "Nothing like it," says Ed, and we heartily agree with you.

Then to Blissville, for Bros. F. C. Hyde and W. M. Smith. Very sorry to hear of the sorrow in the formerly happy home of Bro. S——, occasioned by the death of his most amiable mother. Div. 44 extends its heartfelt sympathy to the brother and family in this sad bereavement.

At Mount Olivet are Bros. B. F. Hill and Jas. Keenan, earnest workers for the Order.

At Metropolitan avenue Bros. I. F. Heller and W. T. Penny hold sway.

At Bushwick Junction a new brother, P. C. Blecker.

Taking a short cut to West Richmond Hill in the heart of the forest, we find Bro. E. R. Collins, who believes in getting to the meeting, if he does lose his railroad ticket. Also Bro. C. S. Denelsbeck, who is at present very ill with erysipelas at his parents' home in Monroeville, N. J. We hope for a speedy recovery.

Next to Richmond Hill (East) is Bro. H. E. Blecker of bicycle fame.

Then to Jamaica Cross switches with the enthusiastic Bro. G. W. Hilley and the old reliable standby Bro. W. S. Smith.

At Jamaica air tower Bro. J. J. Fox manipulates switches and signals with surprising alacrity with his new machine.

At the east end of the yard, New York avenue, is our jovial Bro. W. F. Enturistle, who makes good use of his day off in attending the Jamaica "fair;" also Bro. W. Worth Dyer, a new and welcome O. R. T. recruit.

On out to Rockaway Junction are worthy Bros. D. H. Powers and J. H. Dunlap.

Now we run over to Valley Stream to see Bros. P. T. Mackin and H. H. Ayers. The latter's bright little boy, Raymond, has just recovered from a severe illness.

We still find Bros. M. T. Carman and W. H. Elwell at Freeport. Bro. E. is much missed at the meetings of late.

Bro. J. J. McGrinn at Woodmere, and Bro. H. V. Bedell at Springfield: Get after those "nons" around there, boys.

The North Shore Division is running smoothly with a few changes.

Bro. J. F. Hinterleiter has been promoted from L. I. Crossover tower to Winfield Junction tower. That Fred always takes well was plainly manifested by the appearance of the former tower after his sudden exit. In fact, there was little left to be taken but the switchboard, and the night man was obliged to perform his morning ablutions with rain water in the coal pail, dry over the fire and comb with a telegraph wire.

Mr. A. A. Leonard fills the vacancy at the Crossover.

Bro. A. L. Kipp still holds down Queens street, where, by his efforts, comfort and cleanliness are the predominant features.

Bro. J. W. Tucker at Stonehouse Curve, with its beautiful view and generous portion of sunshine.

Bro. W. A. Tripp is the obliging agent at the beautiful village of Elmhurst.

Bro. H. N. Webster, of the North Shore relief, has been transferred to Bushwick Junction Station, Bro. Thos. White occupying the vacant position.

Bros. Alvah Bailey, recently transferred from Division 141 to our Division, does the "owl" trick at Corona tower, with Bro. O. A. Hudson, days, transferred from Glendale Junction.

Bro. R. J. Carpenter, of Whitestone Landing, has been promoted to Hammels Station. "Bob" is a hustler.

Why can we not hear from other branches of the road with which we are unfamiliar? Boys, take a spare moment to send me your news.

Sister Josephine Robinson has been promoted to Babylon Station, L. I.

Bros. J. C. Major, Chas. Umstat and C. G. Curtis, the always pleasant relief towermen, receive a reciprocal smile each day from the boys on their much appreciated day off.

Bro. W. N. Grove, of Jamaica Block tower, transferred to Queens, days.

The biennial examination of L. I. employees was held during the latter part of January at Dr. Valentine's office, L. I. City.

Sorry we were not informed of the annual ball of the B. of L. E. in time to announce it in our January notes. By their former success in this line we feel safe in vouching for a good time on February 14.

Whitepot tower was destroyed by fire January 26, caused by stove falling downstairs. The wind was blowing strongly and it made short work of it. Bro. J. H. Loving made a hasty exit through the second-story window, saving nothing, not even his violin. Wonder if that "personal" message was destroyed. "May"-be.

Many brothers on this pike from the vicinity of Wilkesbarre, Pa., will be pleased to note the

O. R. T. is not dead there, though we don't often hear from you.

Lest some of our correspondence should be misleading we will say "VN—your humble servant" is not personally responsible for all that appears over his signature referring to the paragraph in January notes. A second offense, "KA," will result in a challenge to mortal combat with — razors, at forty paces.

With best wishes I am

Yours in S. O. and D.,

J. & V. L.,
Div. Cor.

Denver & Rio Grande Railroad.

Our Division correspondent must have struck a high center somewhere, so I will take the flag and try and protect him till he shows up.

Bro. J. W. Brunton, for a number of years wire chief at Pueblo, has gone to Denver "DC" as manager. We are sorry to see you go, Wesley, but hope you will prosper in your new position. Bros. Grace, Fagan and Egge complete the force in "DC."

Bros Hurlbut, Secretary 77, and Moore will warm you up when you answer "DN," Union Depot, Denver, and Bros. Campbell and Hawkins continue at Stone Depot, West Denver.

Bros. Thompson and Cuthbert hold the fort at Littleton. Bro. Sutton, regular night man, relieving Grace, in "DC."

Bro. Richards is still pegging away at Fort Logan. We welcome you, Bro. Richards, and hope our committee has things fixed up to your entire satisfaction.

It is rumored Bro. Ingalls, agent at Larkspur, has asked for an assistant to provide against interruption to the game of croquet they are running there. Hope you get him, "N."

Bro. E. L. Stoval, formerly at Joy, has gone to Palmer Lake, night. Bro. Maddox, agent. Glad to see you come in, Bro. Maddox.

Old-timer Jo Griffin is still at Husted.

A. W. Persinger, another good brother, has been promoted to night job at Colorado Springs. Bro. Leaman, days, and Bro. Knerr agent Manitou.

Bro. W. M. Morris is now wire chief at "SB" Pueblo, with Dock Heaton, Darragh, O'Donnell and an extra man to help clear the hooks.

Bro. Ruebendale, for the past three months agent at Bessemer, has resigned. Do not know who will relieve him, but we figure he will pick up a roast. Bros. Jones and Leary tend to the wires and other little side issues here.

Bro. Heath was recently promoted to agent Cuchara Junction. "Tan" is at Rouse Junction.

Bro. McBean is still in charge at Swallows. Bro. Welsey night operator. Bro. Welsey is now papa. By the way, Mc., what do you think will be the outcome between Uncle Paul and "the mother country"?

Uncle Wm. Hayton, as good a member as ever came down the pike, is still located at Beaver, days, and Bobbett answers at night.

It's the same all the way down the line, with but few exceptions.

Our committee returned from Denver a short time since with a new agreement in their inside pocket. It's a vast improvement, boys. Thanks.

Division 49, one of the old-timers, will soon be a thing of the past. Our last meeting was held Saturday, January 27. The new D. & R. G. System Division will soon be doing business in its place. By the way, Bro. Perham, can't we keep the number?

Brothers of the First Division, we must make some arrangements to get together and chew the rag on our own hook. There's enough of us around to meet and have at least one good scrap a month, and then Dock says he's from Mizoo, and we'll have to show him. Some brother with a more fluent pen will please continue the yarn while I put a patch on my rear tire.

Yours in S. O. and D.,

CERT. 620.

P. S.—When in St. Louis call at the general offices. Whether a member or not you will be welcome. If a non-member you will not be hurt, but our general officers will do their best to pull the scales from your eyes.

ED. NOTE.—The change from Local to System Division does not necessitate change of Division number in this instance.

Erie Railway System, Div. No. 42.

The following fable, I think, will apply to many of our brothers who, like the jackdaw herein mentioned, tell all their troubles and grievances to the trainmen and, in fact, to everyone to whom they should not. This practice is not only hurtful to the Order, but to the brothers themselves. Trainmen and non-members begin to think we have a bummy Order that won't take up this brother's grievance. When the brother, as a matter of fact, has not made any complaint in writing, but simply as the jackdaw told all the boys at the corner grocery, told his troubles and what he was going to do.

Once upon a time an eagle seeing a lamb in the pasture away from the farmer's sight, concluded to have a lamb stew for Sunday dinner. He swooped down and seizing the lamb in his talons, flew with it to his nest and they had a great feast.

A jackdaw heard about it and he thought he could do as well as the eagle. But instead of going quietly about, he told all the boys at the corner grocery what he expected to do, so when he attempted to seize the lamb he found that the farmer had shut up the lambs and left none of his flock out, excepting an old tough ram. The daw had talked so much about the eagle getting all the "snaps" and had bragged about what he was going to do that he could not back out now. So he flew down and the first thing he knew his claws were entangled in the ram's wool and he could not get away to save his golf suit. He begged of the farmer to let him off, but, said the man: "Not on your tintype," because he was a man who was up to date and knew what to say in a case of that kind. In all the story books, the farmer

would have said: "Fly away, birdie, and sin no more." But this man was not that kind of a farmer. He lived in Missouri (wonder if this wasn't Mahany). The farmer clipped the bird's wings (that is to say, the company clipped the operator's chances for betterment because he talked too much) and took him home to his children. They asked him what kind of a bird it was.

He replied: "It strikes me that it is a daw, but he's been talking with the boys down there at the corner grocery until he thinks he's an eagle."

Moral—When you have a grievance or intend doing something, don't tell all the boys at the corner grocery. But as the eagle, make up your mind what you want, say nothing to nobody and go after it like Davy Crockett, who was always sure he was right before he went ahead.

"RUSTY NALES."

Delaware Division:—

The telegraphers of the Delaware Division held their first meeting Saturday evening, January 27, at Callicoon, N. Y. The meeting was called to order by Bro. A. A. Calkins, Chairman Local Board, Bro. Calkins retaining the chair for the evening. Bro. Stratton as Secretary.

Twenty-one telegraphers, seventeen members and four non-members were present.

Meeting opened by a speech from Bro. H. A. Driesbach, the enthusiastic Secretary and Treasurer of some seventy-five members from the "NS" Division. Speeches and responses followed Bro. Driesbach by the following brothers: Calkins, Stratton, Traynor, Gallagher, Sheehan, Shaeffer, Lawrence, Cuddebach; also by non-member Kelly.

The meeting was all that was contemplated in attendance and interest, and all wished for success to Erie System No. 42.

During the close of the meeting, Bro. Gallagher was elected Division Correspondent.

The meeting closed at 10:40, with a vote of thanks to Bro. Traynor for furnishing warm and lighted rooms for the occasion, and a vote of thanks to Bro. Driesbach, of Binghamton, for the interest manifested in attending our meeting.

Notes:—

All items of interest that any member or non-member wishes to contribute should be sent to M. J. Gallagher, Deposit, N. Y., by the 20th of each month to appear in the journal the following month.

We register the following brothers at the meeting: Calkins, Maillat, Shaeffer, Coughlin, Stratton, Kellam, Bush, Tarbox, Traynor, Starck, Cuddebach, Flaherty, Gallagher, Crowley, Sheehan, Lawrence; non-members McCoy, Kelly, Cartwright and McCoy.

The boys that left on train 7 missed the lunch hour, and the picnic Kellam, Starck and Kelly had with the "Cook."

The topic of the conversation from 11:30 to 1:30 seemed mostly the Boer-English war, in which the "Cook" of the restaurant took an interesting part.

All members, non-members, those contemplating becoming members, and those that do not, are invited to attend the joint meeting of telegraphers of the "US," "Del" and "Jeff" Divisions, to be held in Susquehanna Saturday evening, March 3, 1900.

M. J. STRATTON,
Secretary.

There seems to be hard luck connected with more operators than merely "SN," as was reported in the December journal through the poetry. Therefore, we will explain why.

A popular operator on our line
Seemed to have turned a poet;
Shaffer's Cert. No. is 64,

But lots the boys don't know it.

Now, the facts he procured
For those verses so extreme,
Must have been learned by chance,
Or came in a night's dream.

But Stratton is in no chaos
Of wild hopes or fears,
And hasn't shed as yet
So very many tears.

But now feels sorry for "DN,"
For he has troubles more or less,
And down in his regular place
His mind was at rest.

There was a man required
To fill a vacant place,
And to "BQ," "Doc" says you go,
But it didn't suit his taste.

So poor Shaffer he got sick
And was thereby blamed
For thinking of an excuse
To tell "Doc" he was maimed.

But our Chief didn't take stock
And greatly doubted it,
So sent word to Shaffer
To find out more about it.

Shaffer got out of the dilemma
By having "Doc" put it aside,
And requested to remain at "XC,"
Where he was satisfied.

He recovered very quickly,
When another lad they found,
And to "BQ" he wouldn't have to work
His joy knew no bounds.

"Bill" says it was a pleasure
To see the smile he retained,
When he got through with the Chief
And was sent to "XC" again.

We trust he now is satisfied
And won't believe all men,
To found poetry about his brothers,
Especially of Stratton and his mandolin.

For you see the truthful truth,
Such as men hear day by day,
Comes in common walk of life
Blown by careless wind, from down the way.

CERT. 153.

Susquehanna Division:—

An open meeting of Susquehanna & Rochester Division operators was held at Corning, N. Y., January 23, with Local Chairman Baird in the chair. The following brothers were present: Bros. Fred L. Kelley, Dickerson, Vincient, Whitney, Lumley, Shaughnessey, Dreisbach, Palmer, Ambrose, Garber, King, T. J. Kelley, Ryan, Ripley, Dee, Bowyer, Peck, Johnson, Baty, Donnelly, Bonnell, Elston, Linderman and Jno. F. Swain, from St. Louis.

Among the "nons" present were Kelihier, E. I. Kelley, Carnes, McAvoy, Sherman and quite a few others whose names I did not learn. Of the "nons" present we succeeded in converting E. I. Kelley, Kelihier, Carnes and McAvoy, who are now brothers.

Bro. Jno. F. Swain, Organizer from St. Louis, who is at present organizing the D. L. & W. with good success, gave us one of his entertaining and instructive talks, and many other brothers followed. The meeting was a grand success in every respect, due largely to the presence of Bro. Swain, who is a hustler. We hope that Bro. Swain may have another opportunity of meeting with us in the near future.

Bro. Palmer, of "SQ" tower, never works Sunday nights, and I hear Miss S. is the cause of it all. During his absence Bro. Tiffany is called upon to fill his chair, and, of course, he also has a girl for the same night and same place, and just at present they are endeavoring to arrange some way whereby they can change off and have every other Sunday night to visit with their "sweet-hearts."

Bro. Fred L. Kelley, of Waverly, N. Y., was absent a couple of days on account of sickness. Mr. Tribe, of Tioga Center, officiated during his absence. Bro. Kelley is about to take two weeks' vacation, most of which time he expects to spend taking in sights in and around the metropolis (City of New York).

Bro. Shaughnessey, of "JB" tower, goes home to Owego about once a week. Wonder if he goes home to see "mama," or is there some other attraction that draws him?

Bro. Kelley has been working extra in "RF" office for about ten days in Mr. Haight's place. "E" keeps No. 1 wire cleared up in good shape and gives someone else a show to do a little work.

Bro. Baird and wife, of Owego, are visiting relatives in Corning and Big Flats. Bro. Conlon handles the levers during his absence.

The work of getting the "nons" in line just at present is progressing slowly. They are dropping in one by one. We hope to have the banner freight Division of the Erie System within the next couple of months.

Our next open meeting will be held at Susquehanna, Pa., Saturday night, March 3, and all operators, whether members or not, on our own Division as well as those of the New York, Delaware, Jefferson, Tioga, Rochester, Buffalo and Allegheny Divisions are cordially invited to attend this

meeting. We expect our general chairman, Bro. Clancy, from Mansfield, O., to be present with us at that meeting.

H. A. DREISBACH,
Div. Cor.

Meadville Division, West:—

Business on this end is fairly good at present, with good prospects for a continuation of same, and all the boys enjoying good health "as far as we are able to learn."

Quite a number of changes have been made since we last made any notes.

Mr. L. D. Weber, formerly of Buchanan, but for the past few months of Geneva tower, days, goes back to his home at Buchanan, days, as operator and leverman. Bro. Hamilton remains at Buchanan as night operator and leverman.

We understand that M. G. McDowell, night man at Atlantic, goes to Geneva tower, days, and night man Mr. Rodgers, of Amosa, goes to Atlantic, nights. We also understand that Extra Oprs. Stevenson, of Atlantic, and Folsen, of Cortland, were given Masketo tower when opened a short time ago.

Night Operator at Geneva tower was called home on January 6 on account of his mother's illness, who, we are sorry to state, died the following week of heart troubles. We all extend Bro. McKay our sincere sympathy through this, the loss of a dear mother.

Knowing of no other items or of any further changes "diffinately" will close by saying that we hope that every non-member on this Division may now be able to see plainly the good the Order is doing by its many privileges gained, and that everyone may send in his application within the next thirty days, and thus help along with this good work. It is a noted fact that such men are principally the first to grab on to such privileges when a chance represents itself, regardless as to whether they ever gave a dollar towards such benefits or not. Boys, we are not all fortunate enough to have bank accounts or a farm to fall back on, so come along with us now, and assist in the helping along with the good work, which you are enjoying. We need your co-operation to meet success. Regards to all.

CERT. No. 20.

Cincinnati Division, East:—

Owing to the crowded condition of THE TELEGRAPHER last month very little of Erie news appeared. We will repeat some of the items, which may be news to many.

Bro. E. W. Post informs us since leaving the Erie he has been appointed copyist at Newark, O., on B. & O.

Bro. B. T. Callaway, formerly of the Erie, was calling on friends at Wadsworth, O., last month. He is working extra on different roads at present.

Bro. J. B. Hilliard is the happy possessor of another boy, which came January 26. Now, this only makes four boys and that's all. Rah! for Wadsworth. Look for more.

It is probably needless to say that Bro. S. W. Cunningham, of Sherman, has a boy which came in December, but for fear Bro. "C" failed to tell all, we will now inform you about that one. It's a fat one and looks "shust" like Sam.

Mr. W. M. Gutheridge, brother of Bro. E. H. Gutheridge, is now working extra on this Division.

Bro. W. F. Benedict, of Silver Creek, days, resigned January 1, on account of his health, and with his family has moved to Warren, O., where he goes into business with his brother. Success to you, "Ben."

Bro. F. C. Jordan, clerk for the Erie at Doylestown, O., and wife left January 26 for points near Ft. Worth, Texas, where Bro. Jordan hopes to find a climate more suitable for his health, and all the brothers sincerely hope he will. Geo. S. Ilger takes his position.

A most pleasant and profitable meeting of the Cincinnati Division, East, was held at Akron, O., January 27. Ten brothers were present, and a number were unable to get there on account of various hindrances. Attend these meetings brothers, as much as possible. They are the life of our organization.

The Erie is putting on forty new engines on this Division. They are "whoppers," something the size of mountain climbers. They have two decks, one for the engineer and one for the fireman. They run under the series from 1450 up.

CERT. 71.

Chicago Division.—

We have two "Professors" on this Division,

Bro. E. C. Mensel has resumed work at Hammond, days, after ten weeks' absence for his health, part of which he spent switching in Hammond yards. Bro. H. D. Fuller, who held "HM," nights, in the meantime, has returned to "HY," days, which moves Bro. G. H. Chapman back to the "owl" trick, and Bro. M. Sullivan out on the line to any old place.

Bro. C. H. Emery, who is spending a two months' vacation in Colorado, is expected home soon.

"Barrister" Carr has been working nights at Highlands. While there he claimed to be all right O. R. T.ically.

Bro. G. H. Huron, at Crown Point, enjoyed a few weeks' leave of absence, relieved by Bro. H. Moonshower, whose regular trick is Boon Grove, nights, where he and Bro. G. O. Dunseth talk the gospel of O. R. T.ism to all stray telegraphers in that territory.

Bro. E. Clement is at Palmer.

Bro. O'Brien is back at Kouts, nights, after working days for some time.

Bro. R. L. Roberson, at Lomax, was absent the 20th, relieved by C. E. Bently, from the C. J. & M.

Sister Clara Chandler, night telegrapher at Lomax, is doing good work for the Order. "Line them up," sister, they will not resist you.

Bro. Hartigan, what is the matter with your neighbor at "JO"? We are very much surprised

at this man withholding his support from the Order.

Bros. Forbes, Sennett, Reichard and Simpson have fallen in line since January 1. There are several "nons" on this Division who, it is believed, would join us if they were earnestly asked to by the members, and I am confident there are many of you who have not done anything to secure them. It will take considerable influence to induce some of them to "cough up." Everyone of you should be an organizer on your Division.

Bro. B. R. Tucker goes to Germany, days, while Bro. L. H. Ralston takes Leiters, nights.

Bros. Pontious, Adams, Moonshower, Weaver, Taylor, Fredericks, Robinson, Myers, Oliver, Nye and Ralston, all east of Judson, are proud possessors of the new O. R. T. button. Pay your dues promptly, boys, and receive the button. You will then also be entitled to all the benefits of the Order.

CERT. 17.

Lima Division.—

After taking a "Rip Van Winkle" sleep, in which it seems all the rest of the boys join in, will try and show the boys that we are not all dead on this Division.

Bro. Seithman and wife, of Foraker, nights, visited Father and Mother Seithman at Claypool, Ind., the first of the month, relieved by Extra Opr. Beal.

Bro. Geo. Smith, nights at depot, Kenton, is off on a few days' vacation, visiting friends at Marion, O., relieved by J. V. Miller.

Bro. H. E. Gerrard, of "RE" tower, nights, is now regular man at "KN" tower, Kenton, nights, relieved by Mr. L. E. Vickers.

Bro. Spencer, agent at Foraker, is off visiting friends at Kemp, relieved by extra agent Phillips.

We are informed that Mr. D. E. Loutzenheiser, night man at Moran's Switch, has decided to be "one of us." Good, Bro. "DE," let's shake.

Bro. C. C. Sale, formerly of "KN" tower, nights, was the lucky man when Kingsland, nights, was advertised. "Charley" says he likes to be near home, but we think there must be some other attractions "nearby."

Bro. McKenna, agent at Wren, O., says prosperity has struck his town and keeps him hustling. Yet Bro. "M" finds time to read the journal every month.

Bro. Edington, of Ohio City (depot, nights), has been on the sick list, but is able to be around again.

It is rumored that Bro. Clements, agent at Elgin, is thinking of retiring from railroad service and try his luck on his farm. We wish you success, Bro. "CF," if this be the case.

Bro. Kendall's wife has been on the sick list for some time. She was injured in a railroad wreck about a year ago, and has not fully recovered. We hope for her speedy recovery.

The following item, clipped from a newspaper, is self-explanatory: "Ed Mortimer, one of the charming youths of Elgin, is taking lessons in telegraphy under the instructions of L. H. Quint."

Mr. Quint is the night operator at Elgin, and has only been working a short time, and it is too bad

that he should go to student teaching right away. Hope he will see the error of his ways and change for the better before it is too late.

Bro. E. B. Phillips, night operator at Uniondale, has taken unto himself a wife. Bro. "E" don't believe in living alone and we don't blame him. Mrs. Phillips is a beautiful and accomplished lady from Hillsdale, Mich. "E," we wish you both much happiness. Also will say the cigars were strictly first-class.

Born to Mr. W. J. Briggs and wife, of Huntington, an 8-pound girl the latter part of last week. Mr. Briggs is our genial second trick dispatcher. It is no wonder that "B" don't know when to stop when he makes a figure "8."

We have several operators on this Division who are back in their dues and several more who do not belong. Boys, this looks bad. This Division needs your assistance badly, so let's brace up and get to work. Let the new century find the Lima Division a solid O. R. T.

Bro. C. N. Aldrich, formerly nights at Lima depot, is regular day man at "MQ" tower. "CN" seems to be doing quite a missionary work. We are glad to hear this, "CN"—wish we had a few more like you. CART. 87.

Santa Fe Route.

Western Division:—

A number have paid thier dues for the ensuing year, thereby saving charges on several remittances, and lessening the work of Bro. Newman, who does his work gratis.

On January 10, Bro. Jas. H. Bennecke was transferred from Pring, night trick, to the day trick at Phila Smelter at Pueblo. Harry has been with the Santa Fe a number of years and the change was a very agreeable one.

Bro. Jas. A. McConnell is the present "owl" at Pring. He has the distinction of being let out on the "Q" because he would not teach a student, feed the agent's chickens and split his wood.

Mr. G. C. Wood and Mr. A. B. DeSaussure, Jr., will be initiated at an early date. Mr. Wood, days at Edgerton, and the gentleman with the long name on extra list, but seems to be kept pretty busy. I wish the "Barron" would leave cigarettes alone.

Bro. E. B. Graham, agent at Larkspur, has just returned from a short leave of absence. Bro. Butts was his relief, regular relief agent, Bro. Rice, having his hands full with other duties.

Bro. Jos. Haskell, manager Pring, made a flying trip to the Springs recently with his wife. While there they attended the show, "A Trip to Chinatown."

Bro. I. L. Ettelson was last heard from at Pring, where he accepted of the hospitality of the agent and his wife and the night man, Bro. Mack. All four are solid, and an enjoyable time they had. Bro. Haskell says it is lonely since "Ikey" took his departure.

(Just got your letter from Salt Lake. Write again.)

Bro. Foster gave up the agency at Hartland, and has taken the night trick at Palmer Lake. He

walked down to Monument and Pring soon after pay day to make a slight purchase for Bro. Hertzog, and to see his old girl.

New office opened in dispatcher's office, Colorado Springs, with Bros. Kibbe and Puckett in charge. Bro. "JO" was after the night office here, but was perfectly satisfied when Mr. Puckett, an older man, was given the place "JO" is entitled to the night "CP" office, but has relinquished his right to Mr. Smith, who, we hope, will soon get in line.

The accidents in which two of the oldest conductors on the Santa Fe lose their jobs are to be regretted. They were most unfortunate affairs and we trust if they are unable to get back with us, they will do better on some other line. Our very best wishes go with these men.

We regret very much to lose our Superintendent, Mr. Chas. Dyer, who goes to the Colorado & Southern as general superintendent, on February 1. In this change we lose one of the best railroad men that ever touched a key. He started as "OS" operator at Holly, Colo., and has most honorably earned his new position, as well as the profound respect we all have for him. The C. & S. boys can count on something from this change, though we lose.

Now a word to the three "nons" between Pueblo and Denver. Most of us know who they are and we all would be glad to see them come up to the head of the class. There is not an operator on the line that can say his present salary is not the result of our labors. If it were not for our noble Order you know your salary would be very insufficient. Yet you say you owe a little money that you must pay first, you save some money and do not want to break in on your savings, or you are going to buy a ranch, or any old excuse, which is really none at all. I am afraid some of you think just a little too much of the dollar, and do not look upon the right side of matters. I only ask you to reason with yourselves, and if your conscience does not tell you you are on the wrong side, why, then stay out. We blame no one for doing what they consider right. We all stick up for what is right. Who is responsible for the fact that your check calls for \$35 and \$40 instead of \$55 and \$75?

Ask any of the boys for information and they will gladly furnish all the papers necessary, and the warmest hand you ever shook. Try the experiment, if experiment you choose to call it.

CART. 236.

Southern Kansas Division:—

All are doing nicely on this Division.

Bro. Fred W. Sanda, of Humboldt, Kan., and Miss Ida Oshner, of Eureka, Kan., were married at the home of the bride's sister at Pierce City, Kan., December 20, 1899. We wish our brother a long and happy life.

Bro. J. W. Painter, of Winfield, was married December 19. He was not only quiet about the affair, but failed to send us a smoke. We wish him the best, just the same.

Bro. Edwin George was visiting at Williamsburg this date.

Bro. W. H. Shafer transferred from Cherryvale to Burlington.

Bros. J. H. Dyer and Bro. F. B. Lange have traded stations, Neosho Falls and Colony.

Bro. U. S. G. Collins is again on duty at Richmond, after a pleasant visit on the plains in the western part of the State.

We are sorry to hear that Bro. R. E. Long, of Independence, is down with the fever. We eagerly hope for his early recovery.

Bro. W. L. Brewer, late of Hall's Summit, and Sharpe, now "non" telegrapher, have accepted Gridley Station, Bro. G. R. McKinley, being promoted from Gridley to Burlington.

Bro. T. P. Flaherty is working extra at Chanute.

Bro. E. H. Chandler, night hawk at Independence, has been off duty on account of sickness, but has again resumed his labors.

In Kansas, they say, an express agent will deliver to the caller a box of liquor, regardless of the address thereon. This probably started by the Kansas City whiskey ring to interest certain prohibition and church cranks. Let them try their luck at getting one of these boxes.

Bro. A. H. Derrington is relieving Bro. F. C. Behmer at Hamilton.

We sighted Bro. L. C. Badgley, of General Office, Topeka, with his wife visiting home folks in our vicinity New Year's day.

Bro. N. J. Overstreet, of Le Loup, made us a very pleasant visit last week. Come again, "JN."

Bro. M. F. Getchell, on the retired list, now robbing the natives in figuring lumber bills at Williamsburg, is too proud to last long unless he realizes his position soon. A nine-pound boy causes it all.

We note that Bro. C. S. Seigler, of Frontenac, has taken unto himself a wife, and the first thing he did was to turn in his policy for increase in favor of the dear little woman. Bro. S. has probably noticed the great growth and strength of this attachment to our Order. The Mutual Benefit Department is O. K.

Bro. F. B. Spicer has been assigned to Chanute, nights, permanently.

Bro. P. A. Runyan has been working relief operator at various points lately. "AH."

Rio Grande Division:—

Mr. Brown has resigned at Socorro, nights, and takes a desk in the freight office at Albuquerque in preference. He was relieved at Socorro by Bro. McCarthy, recently from the C. & N. W. dispatcher's office at Chicago.

Bro. Chalmers returned from Houston, Tex., with his bride January 25, and is spending a few days with his friend, Bro. Knightlinger, in Albuquerque. "CH" will resume business at his old stand in San Marcial about February 1.

Bro. Chalmers was relieved by Bro. Woods, late of the D. & R. G.

Bro. C. L. Gatch has been transferred from Socorro, nights, to the same position at Isleta, N. M.

We are all pleased to note that Bro. Johnson, Los Lunas, is in line again.

Bro. Tom Ryan of "VG" office, Las Vegas, is off on leave of absence looking Denver, Colorado Springs and Albuquerque over. He will soon be signing "X" again in "VG."

Bro. F. P. Kelly is the right man in the right place as ticket agent, Albuquerque.

Bro. Chester Ryan, La Joya, is laying off, being relieved by Bro. Grant Selby.

Bro. Royal Jackman, La Tuna, is the inventor of a new patent lantern.

The writer wishes to acknowledge his indebtedness to Bro. Knightlinger for the greater part of these items. F. B. HUNT, Jr.

C. & O. System Div. No. 40.

James River District:—

Our regular monthly meeting was held in the usual place at Clifton Forge Wednesday night, January 24. Roll call showed twenty-two members present. Our good Bros. Turner and Stratton were absent, but we had a very good meeting after all. No very important business was transacted, therefore, we had time to discuss freely a great many things. I am grieved and sorry indeed to state that we had no new members to initiate, but we hope to make up for lost time at the next meeting. I am also sorry to see some of the boys taking so little interest in this matter, especially at this time. Why not come out to the meetings and give us your assistance? Because some of you have gotten a raise, is it any reason that you should stay at home? It is your duty now more than before to aid us in every possible way. Is money the only object you had in view when you joined the Order? Do you not know that there are a great many other things that we need besides money? If this is the only reason that you came within our ranks, I, for one, am ashamed to own you as a brother. Boys, we should all go to the division room and see and learn what is going on, or the best of us will, in time, lose interest in the Order. If it is so that you cannot be with us, you can do a great deal of good at home if you only will. Write to the non-members and show them the way. Urge them to come and join us and share our joys. You know that there is work to be done, and why hold your hands and wait for others to do it? Is it not as much your duty as it is mine? Do you think that we will ever be organized as long as we remain idle. If each member would make it his personal duty to bring one "non" to the front, what a showing we would make. Won't you try and do this much? It is to your interest as well as to mine. If you do not care to spend a few cents in this cause, I will gladly furnish you postage. All that we ask you to do, is to promise us that you will try, and then if you fail, you will still be able to say that you had done your duty and your conscience will be clear.

If I could only impress it upon your minds how important it is that you should use your individual efforts! A beginning has to be made at some time, and now it is at hand. So get to work, brothers, and whatever your hands find to do, do it with all your might. When I think of how many

non-members we have on this system, it makes my heart ache, for the fault is not theirs alone, but ours also. I cannot understand it. Are you afraid to write a letter to a "non," thinking perhaps it might possibly fall into the hands of an official? Let that be a matter of the least consideration. They are working for their interest, and surely we ought to be allowed to work for ours. Therefore, display no false colors, but go to work with determination and never stop until you have saved at least one from the spoils, and great will be your reward. There are three kinds of people in the world—the wills, the won'ts and the can'ts. The first accomplish everything, the second oppose everything, the third fail in everything. Which will you be? Will you help us or not? Are you satisfied with the money you get, the hours you have to work, the rules we have? Are you treated fairly by the officials on all occasions? If not, tell me how in the name of heaven you will ever have these wrongs righted? ~~Thorough organization is what we want and must have,~~ or fail in all of our undertakings.

Brothers, I hope you will see your mistake before it is too late, and do all that is in your power to help us in this cause. I will help at all times, and so long as I am with you I will cling fondly to the hope that gladdens my future. Work, for the night is coming, when man's work is done.

Yours in S. O. and D.,
W. P. BICKERS.

Southern Pacific—Sunset Route.

Louisiana Western Division:—

I have just finished looking over our TELEGRAPHER and must say that Bro. Perham and all interested in its arrangement have brought it up to a standard indeed worthy of praise. I am almost ashamed, boys, to state a fact so discreditable to my profession, but this January, 1900, issue of THE TELEGRAPHER is the first that I have had the pleasure of looking over for more than three years, and was only afforded this rare opportunity by the kindness of a brother member, who has shown his good sense and loyalty by being a long-standing member.

However, at last, attracted by the bugle so melodiously sounded by our elegant bugler, and efficient Division Chairman, Bro. F. M. Simpson, I have properly gotten myself together and crawled up to the line of battle, whereby armed with a determination of seeing the old flag of O. R. Tism float in her glory. I mean to do all that the law of brotherly preservation requires and am already a possessor of the latest card. The little emblem of loyalty and good standing, painted in colors of golden sunny yellow, is a design of the bright days which we hope to attain through our worthy captains, who are now assembled with a purpose of doing all possible good.

I had hoped to run across a word of encouragement in the January TELEGRAPHER from some of our home boys along the line, but after a careful and thorough search, I have grown weary of the task that seems all in vain, and determined to

ask our worthy editor to at least print the headlines of this article, that our distant brothers may know that we are still in the land of flowers and sunshine, and have not lost our rights to argue the century question, and all other questions any more than they have to wonder if we have joined the Boer army or drifted out into the gulf at high tide.

We are still here, and in a professional sense, more here than we have been for many days. Yea! Many years.

The majority of the good fellows along the line have awoke to their good free-thinking senses, and, methinks, the day is nigh at hand when the boy that "ain't onto the proper grip," will find that he is getting so "old timey" that neither the good officials of the S. P. nor his brother workers will appreciate his style of doing "biz."

I feel free in saying that the S. P. management is particularly favorable to expansion, at least in the way of railroads, as we may judge from new lines gradually coming under their control, and I am satisfied they court the co-operation and good will of their every telegrapher, and will more than ever appreciate our services, when they realize that we have organized ourselves into a body of brotherly workers, meaning to elevate ourselves to a higher moral and business-like attitude, asking and doing only what is justice to ourselves and our employers. They have at least assured us that they are not antagonistic to our purpose. So, rally, boys, rally, and let's move on, remembering the motto of our forefathers, "United we stand, divided we fall."

I am not very well posted as to where the boys are all stationed along the line, but I understand that Bro. C. R. Milan has been checked in as Raywood agent, and his old place, at West Lake, filled by—I hope—some deserving brother, although I have not learned yet who.

Bro. F. M. Simpson is in Houston, in the interest of us boys, while Bro. W. White holds down "BE," days, in his stead, with Bro. E. Lacy doing the "BE," night, artistically.

We hear Bro. Claude Miller, down at Rayne, begging for relief on account of sickness. Presume the twentieth century style collar is more than Claude can endure, so he wants to take it off and get his swallowing apparatus back to its normal length.

Bro. Ransom still plugs away at "VN," and stays up late at night to say a prayer that the O. R. T. may succeed in its every undertaking, and, at least, get the regulations so arranged as to allow him a little overtime pay for meeting that midnight local. You have our heartfelt sympathy, Bro. R., and hope that your fervent prayer may be heard. There are others.

Bro. Skipper has lately been installed as agent at the coming little town of Estherwood, and answers to the call of "D."

Our good old friends, Majors and Keuster and Sales, handle the checker board at "HD" in a way that seems pleasing to all, and I believe the boys will all join me in saying their good disposition and kind way of treating us is surpassed

only by their ability for making meeting point, but there are so many good fellows along the line deserving of a word of praise that I cannot mention them all, and as I am only hopeful of getting the headlines of this scribbling set up in print, and will not even insist on that valued space, if some more worthy writer has chanced to pen a word in the interest of the L. W.—Enough! Au plaisir De Nous Revoir.

CERT. 152.

Cincinnati, Hamilton & Dayton Ry.

Cincinnati Division:—

Bro. L. R. Townsend, Preacher, is always on hand at all meetings, and is a very warm promoter.

Bro. Wagner says the hardest part is keepin' warm.

Bro. Boyd at "F" is hard to beat.

Bro. Riner at "BR" is very busy building Air castles.

Bro. Stenger at "BK" says since the river is frozen he can't catch fish. Ain't you got an ax, Steng?

Bro. John Wenk says "DJ" just suits him. No troubles there.

Bros. Costello, Cartwright, Smith, Connelly and Hunsberger are in close touch to the "nons," and will have them with us soon.

Bro. Day is, I understand, doing the "owl" act for the Q. & C., at Ludlow, Ky. Success, "D."

Bro. Kennedy is still doing business at "BN."

Bro. Rench, always happy over a new card, put the others in same boat.

Bro. Surface, always willing to help you along. Ask him about it.

Bros. Sullivan and Sprows, always looking out for the interest of the Order.

Bro. Webster still holding down Cincinnati.

Bro. Bartman always on hand at "OD."

Mr. R. B. Turner, General Superintendent of the C., H. & D., is in Florida for his health. It is hoped by all telegraphers of the C., H. & D. that he will soon recover.

Indianapolis Division:—

Bro. Byram holds down State avenue, Indianapolis. A jewel on labor.

Bro. Boggs still holding down Brownsville.

Bro. Barnett says the 1900 cards are dandies. Wishes he had a few more.

Bro. Foy at "X" wishes trains were so he could attend all meetings.

Bro. Gould, we "I3," is taking a vacation. Hope you enjoy yourself, "G."

Bro. Havens still pulls string at "MS."

Bros. McDougal and Rodefer always on hand at "BY."

Bro. Sheard, happy as ever, at "MN."

Bro. Taylor, of "AR." says Bryam is a daisy.

Lima Division:—

On a trip up the D. & M. the other day I found all the boys hard at work and had no time to talk.

Found Bros. Davis and Kessler at "US," Knoo, and Kemp at "RY," Gestmeyer at "XD," Shine and Lehman at "D," Sullivan and Curtner at "N," Hemmett at "KN," Cashner at "BK," and "I3," Bro. Buchanon has resigned, Gillett at "CV," McFarland, "Little Boy," at "BY," O'Dell at "FO," Bro. Brown, oh, he is putting on gla.s. Didn't "C" him.

"I3," "K" and "KN" are new night offices and the man at "K" has sent in his application. "C" that it doesn't get lost; also get after the man at "KN" nights.

Toledo Division:—

Bros. Martz at Cairo, Davis at "CG," Ford, as ever, at "J."

Careful "Jim" at "MC."

Stipp and Miller are doing good work. Keep after them all. Allow no "nons" on that end of the string.

Veitch still pushing the "nons."

O'dell, Main, Leggett, Cramer and Connor are doing up Deshler. Solid O. R. T.

Hill at "S" says he is only Hill around and not very steep at that.

Schank back at "W" again. Bro. "OM," you gave us all gilt-edge service while at "DS." Sorry to "C" you go.

Franey and McNally at "P." Train didn't stop long enough to "C" 'em.

Roe holding down "KY."

Smith at Penna Junction. Too busy to talk.

Bro. Coffey at "NY."

Bro. Edwards seems to be just the man around "W." Keep after them, "G."

Bro. Herbst still hangs fire at "CG."

Bro. Moorehead is now in the livery business at Sardina, O. Hope you will meet with lots of success, "Chas." We miss you very much.

Bro. Lanker is doing the third trick at "MO" now.

Bro. L. R. Collins, known as "Wilkie," is now located at Kersye, Cal.

Bro. Iden, we understand, is working on B. & O., but cannot locate him.

"DE," Dayton Depot, will move into their new office Monday, January 29. Oh, how happy we'll be. It's one of the finest telegraph offices in this part of the State.

Bro. Burgeon, at Toledo, too busy to talk.

Bro. Blankenbaker seems to be the only pebble on the 19-mile string. He takes good care of the boys around him.

Delphos Division:—

Bro. Short says he is well, no complaints to offer, and very sorry trains are not arranged so he could attend meetings.

Bro. J. Myers says he wishes some of the boys would take longer vacations, now as he styles himself extra agent and operator.

Bro. Lineman says he is going in the egg business. All right, "J," we will take four or five dozen per week.

Bro. Berger has been relieved of Osgood, and now directs his attention to "YO" only.

Wellston Division:—

C., H. & D. System Division 21, held regular meeting December 16, and elected the following officers for the ensuing year: J. E. Hunsberger, General Chairman, Elmwood; A. C. Bushwaw, Secretary and Treasurer, Dayton; Local Board of Adjustment, John G. Wenk, R. I. Surface, J. E. Hunsberger, Chairman; Indianapolis Division, M. C. Bryam, Chairman; Toledo Division, L. V. Stipp, Chairman; Members, C. M. Main and J. R. Lehman; Lima Division, H. H. Knoop, Chairman; Members, J. Shine and J. P. Gerstmeier; Wellston Division, W. F. Shelton, Chairman; Members, E. H. McKibben and A. J. Taylor; Delphos Division, G. A. Short, Chairman.

In paying your dues they should be sent to the local Secretary and Treasurer, instead of the Grand Lodge, as it saves time and expense.

Bro. Barrett says he has the Code down now and ready for Biz, if any of the boys want to try him.

Bro. Kelley is now doing the car service act at "DY." Says he knows just who to slap the \$1 car service to. He is pretty hard on Jews.

Bro. Bushwaw at "DY" says he has the books in good shape and everything moving nicely.

Bro. Shields at "RO" too busy to talk, but says day work just suits him. Had nuff nites.

Bro. Welsh at "WD" says he is going to live the balance of his days in the city of Dayton, use his two bikes, three horses, and a street car line on either side of him.

Bro. Henson at "JA" says business is very heavy at that station: keeps him going.

Bro. Pendland at "A." No complaints to offer at present.

Bros. Taylor and Chamberlain are getting the boys in line. Keep up the good work.

Bro. Smith at "F" says saw wood. We are getting there.

We find Bro. Wagner at "XD." He says the journal is big enough by fifty pages. Bro. "W" is doing all he can for the Order.

Bro. Conkey says the miners cause him lots of grief. Well, "OB," it will all come out in the wash.

We now hear Bro. Shelton answering up at "B." "13" he likes the 5 more than he does "B." Bro. Warneke says 6:30 A. M. is all right, but 10:30 P. M. is a little late.

Bro. Welsh at "V" says 6:30 A. M. to 10:30 P. M. is too long for day work. Your day is coming, boys.

Bro. Hooper says extra work is a little scarce just now, but don't care much about working during our cold snap.

Bro. McKibben says it keeps him busy OSing the coal and ore trains.

Bro. McNaughton hard to find. Sorry didn't get to "C" you when down the road.

Bro. Pricer says he wishes to go to Ladysmith, but can't find a good pard.

Bro. Poling says if he had another month at Tunnel No. 1 he would turn out to "Poling" up the branch to save wire trouble.

Bro. Thomas says he resigned to go West, but met too much snow around Chicago and came back. Guess you got homesick, "J."

Bro. Toops is keeping the dust off of Austin books, and says he has plenty of company, but no "hams" around.

Lineman Hall says he can't skin as many po'ls per day as Bro. Brown did, but can go longer without eating.

Bro. McNaughton has left us and is now a Shack on the D. & I. Be careful, "MC."

Bro. Bankin is doing the "owl" act at "N." Hay very scarce.

Everything running smooth on this road. All changes are being made to the satisfaction of all concerned. What a difference. Brothers, ask yourselves what is the cause of this?

There are yet a few "nons" scattered over this system. Boys, all of you get after them. If they cannot see the necessity of having a card and being up to date, tell them; use every effort to bring them in. We want to make the C., H. & D. a record breaker.

Understand there are one or two of our brothers on the D. & I. encouraging students. Be careful, boys. Read the constitution and govern yourselves accordingly.

Don't forget next meeting. Everybody come. There are a great many important questions coming up, which every brother should hear.

GENERAL COR.

Blue Nose, Div. No. 237.

I have asked two or three of our brothers to write some for our journal, but their reply was: "Oh, well, I do not know what to write." Now, I do not pretend to be a writer by any means. The reason why I make an attempt is because I got tired of seeing our Division left out in the cold in every issue of THE TELEGRAPHER. Brothers, we must take more interest in our Brotherhood and let our far-off brothers know that we on this part of the Intercolonial are doing all we can for the good cause.

A few changes have taken place since I last wrote, one of these being the promotion of Bro. T. B. Spencer from assistant at Londonderry, to the agency at Sydney, the metropolis of the east, or, in other words, the Pittsburg of Canada. We congratulate Bro. Spencer on his well-deserved promotion. "TB," we all smoke. Bro. L. C. Lynds, chief clerk in the Truro freight office, succeeds Bro. Spencer at Londonderry, two appointments that will give general satisfaction.

Will proceed now and give a list of some of the brothers and where located:

At Richmond we find Bro. O. J. Coleman, days, Bro. J. J. Ryan, nights.

Bro. C. T. Schurman, who was receiving at Richmond during Bro. Coleman's absence, has gone to Oxford Junction, nights. Opr. A. M. Fraser to Folliegh in a like capacity.

Bro. W. A. Harris, who has been very ill for some time, has fully recovered and once more ably fills his old position, that of joint agent for the I. C. and D. A. Railways at Windsor Junction. Bro. W. E. Simmons, who relieved Bro. Harris, goes back to his old position as night agent. Billy is a hustler and best of all, he is very popular with the fair sex.

Bro. C. C. Danison, who has also been on the sick list, has resumed duty as assistant at Brookfield. Bro. W. A. Langille, who relieved him, has gone to Greenville, nights. It is rumored that "WA" is shortly to give up railroading and enter the pugilistic arena. Billy, the Horton law is to be repealed.

At Londonderry the obliging agent is Mr. J. C. Spencer, a highly respected gentleman. Bro. J. H. Howlett, assistant for the present. Bro. M. F. Tompkins, nights. "RU" objects to being transferred so often; says it takes him a week or so before he can get used to a strange bed.

As I have gone over the changes that have taken place between Halifax and Spring Hill Junction since I wrote last, I will begin a list of the brothers on the Sydney and Oxford Division. The members on this district all belong to Division 237. I shall not take in the entire S. & O. District, as it may take up too much space in our magazine. First we come to Valley, where we find Bro. D. Bain, one of the oldest telegraphers on the system, and an up-to-date railway man.

Riversdale, A. Bain.

West River, Bro. A. H. McKay, an Art violinist. Opr. D. D. Fraser (Doctor Dave) night man.

Glengarry, Bro. R. Stewart (genial Bob).

Capewell, Bro. J. R. McKay.

Ferrona Junction, Bro. A. Fraser.

Allister has the finest station building between Truro and Mulgrove, and keeps it in grand style.

Stellarton Junction, Bro. N. G. Munro is the obliging agent at this very important point. Mr. D. Mooney assistant and day operator. Dannie, as he is familiarly called among the boys, is an expert telegrapher, and a first-class musician, he being band master of the Stellerton Cornet Band, one of the finest bands in the provinces, so leading musicians say. Bro. J. D. McLean, better known as Mark Twain, is night man at this place.

Hope Bro. Perham's goat does not happen to get hold of this when it reaches the office. If he does his digestion will have to be exceedingly good. As I have already taken up too much space, I will say Au Revoir.

Yours in S. O. and D.,

W. A. KING.

W. & L. E. System, Div. No. 55.

Not having seen any items from this "Pike" for some time I will try and give a few notes from the West End.

We find Opr. B. A. Smith at "RU," days. Richlin, nights.

"Red" Angus at Fremont. Chas. MacFarland Bellevue Tower, nights.

Bro. Howard Addleman, Norwalk Yards, days. Bro. Cline, nights.

Bro. Jefferson at Huron Junction, days. C. O. Brown, nights.

Mr. J. D. Dawson has resigned the day job at "RK" and has accepted the position of traveling salesman for the United Typewriter and Supplies Co. His many friends wish him success.

Mr. E. G. Ruggles agent at Milan.

B. Parsons agent at Huron, assisted by Opr. Burke.

Mr. C. W. Richards still agent at Hartland, and Bro. C. C. Webner doing the "owl" act.

Bro. E. A. Thomas, former night man at "RD," now agent at Brighton.

Mr. J. N. Winters at Creston Tower, days. Bro. Fisher, nights.

Webner at Smithville; Van Devort and Ferenbaugh at Orrville; Bro. W. F. Starn agent at Dalton, and a good brother from Canton working nights extra.

Bro. "Pete" Sluser, former night man at Dalton, is now at Massillon Depot, days.

Bro. Rechlan having resigned the position of day operator at Columbia, Mr. R. Ream, former night man, has been promoted to fill the vacancy.

A man from the C., A. & C. now answers the call at "DX" nights.

Wm. Kessler, former agent at Kingsway, at Navarra.

Toledo Division, Jas. Warren.

Cleveland Division, L. D. Snyder, agent; Wm. Wannamaker chief clerk.

Bro. J. O. Peoples is still agent at Bolivar, and Bro. J. H. Homan agent Valley Junction.

O. T. Singer agent New Cumberland.

Let us hear from some of the rest of the boys. Don't let them think that W. & L. E. System Division 55 is dead.

This being my first attempt I will close the key and give someone else a chance. Boys, write.

Yours in S. O. and D.,

CERT. 41.

Canadian Pacific Railway.

Ontario and Quebec Division:—

Seeing Bro. Jim has gone to sleep and no one else would make an effort to show the world we are still living, I shall try to give a few items of interest on our Division, trusting it may escape the "goat" and the "devil."

The said "Bro. Jim" was appointed scribe for this Division at our meeting in Hamlock some months ago, but he has missed connections so far. Billy Taylor must be taking up all his spare time discussing the war situation.

Several moves on the O. & Q. this month. Mr. Steadman, agent at Apple Hill, resigned to go into the mercantile business at Smith's Falls. Bro. W. A. Johnson moved his "gymnasium" from Monklands to Apple Hill to fill the vacancy.

Bro. E. H. Barnes, Mountain Grove, moved to Monklands to give the mosquitoes a chance to reduce his weight when warm weather comes again.

Bro. W. A. Ivory, day operator Peterboro, has been appointed agent at Mountain Grove. He's "strictly on the rock" now. Rather lonesome! Eh, Billy?

Bro. C. J. McHugh, night operator Tweed, has been promoted to days at Peterboro. He thinks it "a good scheme." "Here we are again!"

Bro. L. M. Patterson, temporary relieving agent, has been placed at Tweed, nights.

Opr. M. Hunt is relieving Opr. Bro. Robinson at Sharkot Lake.

Opr. Van Every (how do you stand, Van?) is relieving Opr. Putnam at Monklands.

Opr. Taggart has returned to St. Anne de Bellevue, nights.

Bro. W. H. Cook, night operator Locust Hill, has returned from a trip to Hamilton, Brantfords and other points in Western Ontario.

Bro. F. J. Atkinson is again holding down the chair at Haverlock, days, after a short illness.

Bro. G. C. Lacey, operator at Haverlock, resigned in December. Bro. Thompson has the chair nights.

The dispatching office at Smith's Falls is solid O. R. T., with one exception, which looks like a hopeless case. Their names to date are: First trick, Bro. J. Benedict and Mr. J. H. Lawson; second, Bros. J. D. Sullivan and T. Robinson; third, Bros. C. W. Lott and H. Kelly, with Bros. W. W. Cook and R. Smart as spare dispatchers work the day and night trick downstairs.

Bro. A. Chord, nights at Ivanhoe, recent'y took a week's holiday, breaking in his new brother. 'Tis rumored there are more changes afoot for spring.

Say, boys, have you answered that Circular from the Local Chairman yet? If not, send it in by first mail and let it be "Ayes!!" We can stand a few improvements yet. And say, are you up to date? If not, why not? Keep in line!

Bro. J. C. Pope, agent Laggen, B. C., has been visiting friends at Tweed, Central Ontario Junction, and points west of Toronto the past month. He proposes taking his mother back with him; also a bride in the person of Miss Mary Houston, one of Tweed's popular and handsome young ladies. Their many friends and acquaintances wish them a long life of happiness and prosperity. Bro. Pope says the O. R. T. is in good shape out his way.

CERT. 684.

Rat Portage, Wabigoon and Thunder Bay Sections:—

We are still here.

The rush is over and business is quiet.

We have seen nothing from this section for some time, so thought I would break the monotony.

I hope all have turned over a new leaf for 1900 and that this year will be a banner one.

This Division is nearly solid, save for two or three, who have thoughtlessly let their dues drop, but we will have them in the fold ere long.

Every member is clamoring for a revision of our schedule, which is not just what it should be.

It would be useless to give you the standing of the boys at every station along this line, as it has been done so often. All we can say is that they are all O. R. T.

Several of our extra men have gone to the Crow's Nest Pass, viz., McKay, McCarthy, Davern and a few more.

Rat Portage dispatching office has been done away with, and the Fort William "boys" are "doing" the three sections. Mr. Bury, our new Superintendent, evidently wants all his men under his own eye. Mr. Sherlock and Ferguson went to "C" and Haton to "QC." The distance from Fort William to Winnipeg is 425 miles and is being worked by five men, and later on will be worked by three, if rumor is right. Things are getting down pretty fine.

Bro. O. T. Skerratt, who was extra dispatcher at Fort William this fall, has been transferred to Calgary.

Opr. Smail, who was at Rat Portage, has gone to Sturgeon Falls.

There is some talk of this Division being divided up, that is, making the three sections into two, Eagle River being the terminal. If this is the case Bro. Brown will have to get on some extra help.

Bro. Bellean, who has been at Fort William for the past two months in dispatcher's chair, has been placed at Ignace for the present on account of decrease in traffic.

We "13" Bro. Moore, who works first trick at "QC," is to go to Cranbrook as chief. We are indeed glad to hear this, as Bro. Moore has been a faithful servant.

Opr. Dumas and Bro. Picken have been taking a few holidays.

The Pacific and Atlantic expresses are now only running six days per week. On Friday night from West, and Tuesday morning from East, they are cancelled. This has always been done during the winter months.

The company has nearly completed their new station at Rat Portage and it is a fine building. The old structure will be moved down in the yard and occupied by the operators. Altogether nearly \$100,000 has been spent at Rat Portage for 1899. "RS" is a terminal point where a great volume of business is done and richly deserves the expenditure.

Our worthy Chairman, Bro. Wren, now stands for steady job as dispatcher, and if trainmen tell the truth he does as well as the old heads. We congratulate you, "WJU."

Bro. Agur has been taking a week's leave of absence, relieved by Opr. Fulmore.

We hope every member will peruse the columns of our official organ through and through, as there are a great many pointers in it.

I would say to all the members, "Keep up the interest." We were never better organized.

On December 17, 1899, there were two meetings held on this Division, one at Rat Portage and the other at Fort William. Both were very successful and everybody enjoyed themselves. I will give a small sketch of our "RS" meeting, and someone else will have to give you the news from Fort William.

Our Rat Portage meeting was called to order at "15K," Bro. O'Neil Chairman, and Bro. Gould Secretary. There were too many members present to enumerate all. After a few humorous remarks we finally got down to business. I forgot to say that we were stalled in the best parlor that Mr. Shaw, of the Shaw House, had. The several questions which were brought up and discussed, when boiled down, were in a nutshell this: That we cancel our old schedule and go up for another. This was unanimously carried. We have a lot of local grievances, and in order to get these straightened out as well as some minor ones, we go up in February to interview the managers. The meeting closed at "19K" and all seemed well pleased with the results. We then went downstairs to the dining room and did justice to a well-filled table. Lots to eat and "drink," and all joined in saying that Mr. Shaw was an excellent host.

Ere this reaches you New Year's will be a thing of the past, but I hope you all had a good time, and I will close now, with best wishes to all.

Yours in S. O. and D.,

CERT. 1101.

Kootenay Section, Pacific Division.—

I notice in journal for January an article from a brother in Ontario regarding commission paid by express company. This is certainly a subject worth consideration and I feel satisfied if properly discussed so we could place the matter before the authorities of express company intelligently that commissions could be adjusted so as to make a profitable improvement for all concerned, as we cannot but admit that the express companies are most just in their dealings with their employees, but it probably has never been brought to their attention the way in which the commission system acts in different sections. I will give you an instance how it works in this section for the year 1899: My total received and forwarded business was \$1,998.58; commission received, \$76.41; % .003. money orders issued, \$24,350.39; money orders paid, \$3,394.26; total, \$27,744.65. Commission received on account, \$37.55.

This will give you an idea what it costs the company to have their business handled at this point.

Now, let's hear from a few more brothers on this subject, then we can determine whether or not we are entitled to consideration. Yours,

CERT. 890.

Mountain and Shuswap Sections:—

Some of the brothers appear to think I possess the ability of a scribe and have asked me to write up this part of the "PD." While I do not consider myself gifted in that respect, I have consented for once to cut in and let the fraternity know that we are very much alive. I am pleased to state that we have gathered in all the "nons," and now sigh for fresh fields to lay siege to. A little gentlemanly canvassing did it. These sections comprise 352 miles, including branches, and require upwards of forty dispatchers and operators. It is very easy to convince the G. P. boys that the O. R. T. is a good thing, as everyone has participated in the benefits of our schedule of "98." Such being the case, with only a partial membership, it is only fair to anticipate still greater benefits, as our schedule is revised from time to time, with an ever-increasing membership.

I quite agree with the January TELEGRAPHER that System Divisions might infuse more life into the Divisions by holding monthly meetings. It is not considered advisable to use the wire in talking over our plans; besides the necessary interruptions would make it unsatisfactory. The mail system is also undesirable. I would propose that we start in at once and hold monthly meetings in turn at Revelstoke, Kamloops, Field and Sicamous Junction. This arrangement would give all the brothers an opportunity of attending some meeting once in every four months at least. The Kamloops meeting should be a union meeting with the brothers west of there attending, and Revelstoke meeting could be attended by the "boys" from the Kootenay Section. At these union meetings it would be desirable for chairmen of local boards to attend.

There are many things to discuss and the Local Board would get valuable assistance from such discussions in the way of determining grievances. I am not going to recount our little troubles in THE TELEGRAPHER. There is a saying, "Laugh and the world laughs with you, weep and you weep alone." While we are solid O. R. T. and have the finest lot of officials on the C. P. Ry., or anywhere else for that matter, yet there are matters requiring our united attention, some in fact, that should have been attended to months ago, and I hope to hear of our chairman calling a meeting at Revelstoke in the near future.

Our schedule provides for attending these meetings, and for a little time, I am sure, they would be well attended. The question is being asked all along the line, "What is the committee doing on certain matters of importance?" Many of our members are looking for an election of officers on the entire Division, and can't understand why it has not been held as in former years. If they will read the revised constitution carefully, they will see that the election will not be held until May, 1901. As two years and a half is quite a long time without an expression of opinion, it might be well to have a special general election on this System Division, as the present officers were only elected for one year, which expired January

1, 1900. As the expense would not be great, it would give the new members a voice in the selection of their representative.

I do not like the new arrangement of electing the Chairman of Local Board and he selecting the remainder of committee. It gives rather too much scope for cliques. If this is not shunted onto the waste basket track, I may call you up again.

Fraternally yours,

"SELKIRK."

Pacific Division:—

Bro. D. McManus relieved Bro. Hayward at Griffin Lake recently, Bro. Hayward going to Sixth Crossing. "Opr." Dupuis being discharged from that office.

It is with deepest regret we have to announce the death of Mrs. A. Sharpe, the beloved wife of Bro. A. Sharpe, agent at Beaver Mouth. Bro. Sharpe had only been married a few months, and to be so terribly stricken so early in their married life is very bitter indeed. Mrs. Sharpe was a very popular lady and was highly esteemed by all who knew her. Bro. Sharpe has the sympathy of the employees of this Division. Several private wreaths were received from personal friends. The Division also sent a very fine floral wreath as a token of their sympathy. The funeral took place at Vancouver, January 30.

Bro. McManus relieved Bro. Sharpe, who will take a short vacation, Bro. Hayward returning to Griffin Lake. CERT. 744.

F. & P. M. System, Div. No. 39.

Bro. J. L. Landry, formerly agent at Grindstone City, is now located on the G. R. I. as relief agent, and while not out on the line he is doing penance in the audit department at Grand Rapids.

Bro. P. W. Johnson, our prominent contralto singer, is now located at Brimley, on the D. S. S. & A. Pearly says the wages are very good, but what you do not spend for "chuck" you spend for clothes to keep warm. Tips are also scarce.

Bro. Gladly has been transferred from operator at Carlton to a like position at Vassar.

Bro. Ude says Stearns is O. K.

Will someone please inform our local Secretary-Treasurer who the night "owl" is at Clio? We would like his pedigree also. He says he is O. R. T., but we never see his picturesque anatomy at the Division meetings.

Bro. A. C. Botsford has returned from the West and is doing business as of old at the same old stand—Holly, nights. He was on the Great Northern and says there are all kinds of jobs in the West.

The executive officers of the O. R. T. in Saginaw would like to smoke on Bro. Curtis at his earliest convenience.

Bro. Burt says he either "wins or pays," and Bros. Curtis and Carruthers verify his statement.

The D. G. R. & W. and C. & W. M. boys should ginger up and get in the game. They can't

expect to get next to the workings of the Order unless they attend the meetings.

We desire to thank Sister Palmer for her nice article in the December issue of THE TELEGRAPHER.

E. D. COLON,

Div. Cor.

A Student's Experience.

I thought I'd learn the business,
A railroad man so foxy,
So I got a chance at Bridman
To learn with Stub and Coxie.

I always have been babyed
And was bound to have my way;
"How is this, Old Sox," was my reply
Only just the other day.

The freight accountant got 'oo fresh
In his letter sent to me,
So I thought it time to call him down,
As he did readily see.

I suppose he got a little hot,
The great big silly lob;
But if he does not like it
He can simply quit his job.

I have now been learning about
Three-quarters of a year,
And if they don't do as I say
They will lose their job, I fear.

They may think that I am easy,
And will take any old job they say;
But I fooled them bad down at Lacrosse
Only just the other day.

I went down and looked it over,
It took me most all day;
But I was not long telling them
I simply would not stay.

My head it is not swell, "oh, no!"
As you can easily see,
But there is not a cap for operators
That is large enough for me.

I can get most every word,
If they only send it slow;
I can copy ten, but faster than that
I have to let it go.

All there is about it,
This I can plainly see:
If I expect to hold my job,
I must join the O. R. T.

Grand Trunk Railway.

Northern Division, Twelfth District:—

Starting at Callander somewhere near the North Pole, we still find Bros. Thompson and Ritchie.

At Powassen Bro. Caldwell. Wonder if there are any auction sales there this winter. Both he and Bro. Barlow, at Front Creek, can now speak of "my assistant," and may go to bed when it's not their night to sit it out with either a Dutch, French or English girl.

At South River Bro. Walshe holds the fort. Is he married or is he not? That is the question.

Bro. Lyall at Sundridge.

The same good lot of brothers at Burk's Falls. Hall, Hall and White hustling leather and shanty supplies.

At Emsdale Bro. F. Tebo, lately promoted from the ranks of the "nons." Not "non" O. R. T., but "non" telegraph. Fred is a standby when O. R. T.ism is concerned.

O. A. & P. Ry. men run Scotia Junction all O. R. T.

Bro. Jones, late of Lindsay, now attends to tanbark and pulpwood at Novar.

At Huntsville agent not with us. Assistant follows his example. Our one and only "non" office.

Bro. McKechnie at Utterson. Scotsman, O. R. T. and grit. What better could he be?

Bros. Cocherane and Scott are still at Bracebridge.

At Gravenhurst a new agent, Gaudrie, late of Aurora. Cannot say, but hope he is an O. R. T. man. Bros. Stubbs and Hipwell, good fellows, help to keep the work up.

Bro. J. Willoughby now tries his best to puzzle out the mysteries of through billing with its deductions, etc., at the lumber shipping station of Severn. (He also deals in tourists.)

Bro. Fleming at Longford. He often visits Orillia.

Orillia has Bro. Robinson, nights (he sometimes acts as deputy agent); days, Bro. Guthrie. His dark, curly locks charm the pretty Orillia girls. Rumor says his best girl lives "over to Rama."

I nearly passed Atherly, two of the best boys on the District there—Bros. Burton and Christie.

At Hawkstone Bros. Brooks and Cowan. Bob's whiskers are of a beautiful brown shade, due, it is said, to the effect of the lamplight.

At Barrie Bros. Smith and Hodgins. "By hedges," Jack won't hand the "DFA" any more letters.

That about covers the Twelfth District. Only one "non" on it. Can any other make a better showing?

On Sunday, January 21, three or four meetings were held at different points on the Northern Division for the purpose of choosing a candidate for the position of Chairman of Group 5. Bro. Chant, of Blackwater, not being in a position to undertake the work, Bro. La Roy, of Coldwater, seems to have been the choice. A pleasant time was spent at each of the meetings. Only those that were there know the benefit to be derived by contact with each other and the exchange of views upon matters pertaining to the general good of the Order, which, don't forget, means the general good of ourselves. Some think the O. R. T. is one thing; they are another. Don't make this mistake. We are the O. R. T., the O. R. T. is us. When we benefit, the O. R. T. is benefited; when the O. R. T. benefits, we are benefited.

We now have a salaried General Secretary and Traveling Organizer in the person of Bro. Real, our best fighter, he to whom we owe the position we now hold. Who more deserving of the position? Who more capable of filling it satisfactorily? So far he is meeting with great success in strengthening any weaknesses in our ranks.

An opinion I heard expressed regarding our journal and I will quit: "The best paper, the best printing and illustrations of any journal of the kind I have ever seen." That is the kind of work union men turn out.

Yours in S. O. and D.,

CERT. 44.

Missouri Pacific Railway.

Pueblo and Horace Divisions:—

As we have not seen anything in THE TELEGRAPHER from the boys on the West End for some time, we will try and jot down a few notes of interest, not of interest to the editor, but possibly to the brothers who have left us and gone to other roads, and who have been transferred to other Divisions of the Missouri Pacific.

Bro. McCullough has resigned at Leoti. The place was offered to Bro. C. H. Gates, but upon his refusal was given to a new man named Martin. Can't say if he is a brother, but we hope for the best.

Bro. Gates has been transferred to the S. V. Division, and is now day operator at Claflin.

Bro. Reynolds, agent at Galatea, is still doing the pump act and keeping an eye on the "nons." He has one or two "scuds" to look after.

Bro. Reynolds relieved Bro. Fritts (resigned) some time ago. Bro. Fritts is now located at Salina, Kan., on the S. V. Division. Chief Renick don't like to let a good man go.

At Sheridan Lake we find Bro. Nichols agent, and J. B. Hays night operator. Hays is a good boy and promises to be one of us next month, if our friend O. G. Jones comes this way.

Bro. Phores, night man at Horace, was off a few days, being relieved by Bro. Delaughter from Sedalia. The boys are forming the opinion that something is going to happen pretty soon. We understand there is a girl on the string. How about it, "JC"?

Bro. Blakey at Scott City is still hustling hard.

Bro. Baker answers up promptly at Brownell.

I am just in receipt of a letter from an old-time brother, Fred Cox, of Lacygne, Kan. Mr. Cox used to be day man at Washington, Mo., but about two years ago resigned and went to farming, but (the cat came back) he couldn't stay away from the wire and during last month secured a \$75 job at Cripple Creek, Colo. Fred and I were boys together. He is an all around good railroad man and a jolly good fellow.

Bro. Chaffee still meets No. 3 and No. 8 at Towner. He has a fine O. R. T. boy about five months old. The boy can't telegraph yet, but he does lots of other things.

Bro. C. A. Cooley (late from Georgia) is now relieving Bro. Mullenix at Healy. The climate agrees with "CY" and he is gaining something less than ten pounds per day. The Indians still shy clear of him.

We are glad to note about all the linemen are coming into the Order. They can do a great deal of good touching up the "nons" once or twice a month, besides strengthening the good cause.

Yours in S. O. and D.,

J. B. NICHOLS.

Intercolonial Railway.

I was so glad to see for the first time good news from the boys of the east end of the Drummond Division, that I have to do like the proverb says, and follow the good example, and make the boys a little better acquainted with our West End, which is increasing numerically and financially every day. I will first say that our Division west starts from Ste. Rosalie Jct., where we have two good fellows—Mr. P. Hamel, as day man, and Mr. Dunn, as night operator.

Coming east to Bagot Station, we have as Agent Mr. D. Millin, and Mr. J. Beanlien, as night—two good, steady O. R. T. fellows.

St. Eugene Station, Mr. J. Gill, the good fellow agent, and J. C. Labrecque, as night operator.

St. Germain, H. Perrin, agent, another good O. R. T.; thence comes Drummondville Station, the most important station on the Drummond Division, our Brother, R. E. Boisvert, agent, and Mr. A. Charron, night man, are steady to their post, and two good, jolly fellows.

St. Cagulle Station, A. Manseau, agent, always steady, on hand, and up-to-date, and R. Coanche, as night operator, the funny fellow.

Carmel Station, Charles Wanseau, always very busy and steady O. R. T.

Mitchell Station, R. Rheame, agent, and A. Cason, as night operator, two rushing O. R. Ts.

Aston Jct., C. Sabourin, agent, still kicking, and Mr. E. Beaudet, night operator, and solid O. R. T.

Middington Falls, L. H. O. Hebert, the right man in the right place, and one of our most devoted fellows for the O. R. T.

I must come to a close about middle way of our Drummond Division, and will follow suit at another period.

Before coming finally to a close, I suppose that no one will have any objection to my saying that we have a nice fellow O. R. T. as daytime dispatcher, E. A. Fortin. Although he gets vexed just once in a while, we have to forgive him, for some of the boys are not always on hand, and his time is fully occupied with business.

Yours in S. O. and D.,

COLENSO, CERT. 146.

Campbellton Division:—

For some time I have patiently waited for and perused THE TELEGRAPHER for some news from our Division, but failed to find any, I am sorry to say. Our correspondent must be too busy watching the war affairs, or down with the smallpox.

Campbellton Division No. 236 met on the 15th inst. A good crowd in attendance, with Bro. Clancy in the chair. One member initiated. The student question was well thrashed out. We are pretty well clear of students now, and if every loyal member would do his duty then it would be only a short time until we would be clear of the pests.

Some of the members have many ideas about the schedule. Hold on, boys, we are only new yet, and we may do well. I think it would be advisable to send a Local Organizer over the road to keep the boys together and get what new ones he can.

A few changes have taken place of late. Bro. Tozer, who was a relieving operator in the dispatching office at Campbellton, has returned to his place at Newcastle.

Bro. J. E. Buckley has gone to Morrissey Rock Tunnel. Jim feels much disappointed in his refusal of service for the Transvaal.

Bro. Craig has been removed to Beaver Brook. Sorry to learn that Bro. J. O. Quilty has lost his night man.

Yours in S. O. and D.,

Div. Cor.

Union Pacific Railroad.

Fifth and Sixth Districts:—

Beginning at "MC" we find Bros. Pulliam and Reals doing the act days, and Bros. Brown and Horiskey, nights.

At Borie Bro. Joyce presides days, and Breaw does the "owl" act.

At Granite Canon is Agent Branson. Bro. Maxson, a New York boy, does the OS-ing nights.

Operator "R" at Buford. "13" he does not wear a pin.

Next is Sherman, the highest point reached by the U. P. Here we find two very congenial and enterprising lads, Bro. Cary agent, and Bro. Kinder copies press in the moonlight.

At Tie Siding is well-known "Willie Hutch" agent, and Bro. White, nights. Wake up, Whity, and get "CII" in line.

At Red Buttes live two of the boys, Bro. Clark agent, and Bro. Miller nights. A wide-awake lad is he.

At "KI" Larmie is Manager Smith, Bro. Harris day operator, and Bro. Evans gets war news at night.

Step in at Huttons, Agent Higley will greet you, with Bro. Bloss, nights.

At Lookout relief agent Heasman relieves Bro. Kipka, who is taking a sixty-day pleasure trip in the Sunny South. Bro. Bowen does the brass pounding at night.

At Rock Creek we will find Scanlon agent, with "PN" Pennyroyal Phillips, nights. Bro. "PN" will furnish any of us a good book on electricity.

At Medicine Bow is Agent Shearer, Bro. Shar-rick day operator, and Bro. Burch, nights.

At Hanna, Corbin agent.

Brackley at Allen.

Carbon, Agent Haggood has Carpenter as night "owl."

At Simpson, Sanford days; Brown, nights.

Dana, is Bro. McGrath. How do you pass away the lonely hours, "MC"?

Last, but not least, at Ft. Steele is Samons day operator, and Gordon, nights.

If this don't find its way to the waste basket, I hope someone more capable will take courage and drop a few lines in next month's TELEGRAPHER. Let us have a few lines each month, boys. It looks well.

Yours in S. O. and D.,

"DM."

Nebraska Division:—

News in this section is something like hen's teeth, as everything is running in the same "old rut."

I understand Bro. J. B. Whitely is going to enlist in the service of "Uncle Sam," not as a soldier, but as mail clerk. He was one of the two that stood the test.

We find Bro. V. C. Standard at "CD" nights. Bro. Cumming's address not known at present.

Anyone contemplating buying a good shotgun should call on or write Bro. G. W. Atkinson, Eaton, Colo., as he has one of the latest make, which he now offers for \$1.15.

Bro. C. E. Spear still maintains that same pleasant smile at Hershey, but says "there are times when forbearance ceases to be a virtue."

Bro. G. W. Atkinson came all the way from Eaton, Colo., to take the Local Secretary out and show him how to kill ducks. On the way down from Cheyenne he had convinced Bro. Tudor that he was the only real duck hunter in Colorado, and said he had sent out invitations to the whole town of Eaton to attend a duck barbecue on his return. On his arrival at Pine Bluffs the Local Secretary piloted him down to the banks of Pole Creek, where Bro. Atkinson almost instantly located a large bunch of mallards, which he had no hesitancy in declaring were "big as turkeys." After "snaking" it for about three-quarters of a mile through snow, ice and mud, Bro. Atkinson placed his gun to his shoulder and cautiously raised up to pot the whole flock. As if realizing the awful fate that awaited them, these mallards quickly transformed themselves into a bunch of "hummocks." A large muskrat which sat on top of one of them, seeing Bro. Atkinson's warlike attitude, at once threw up its hands and hollered "don't shoot." Disgusted and duckless Bro. Atkinson tramped back to town and offered to sell his gun and whole hunting outfit to Tudor or Baldwin for \$1.15. He afterwards privately explained to each of them that it was his pesky "specs" that fooled him, but it is doubtful if either of them were convinced.

Operators have been put on at Gilmore Junction and at the F. E. & M. V. crossing at Ames.

We understand Bro. Hanan at Chapman has to get up with the chickens. Wonder how it goes.

Bro. A. H. Hagedorn is still doing the "owl" act at North Bend.

There are a few "nons" on the First District that the boys should get after and induce them to come in.

Kansas Division:—

All seem to be quiet and very well satisfied on the Kansas Division so far this year.

Quite a number think the new cards and buttons very pretty.

Bro. R. G. Williams was transferred to nights in "Z," and Bro. C. W. Foss put on in his place, third days at Junction City.

Bro. D. C. Leach is now nights at Junction City.

Bro. G. D. Criswell has returned from the Wyoming Division and is working nights at C., R. I. & P. Junction. Welcome back, "Chris." There's a girl in "JN" missed you.

Bro. J. R. Hillhouse is now agent at Perry, Kan., vice G. A. Foley, who was shot a few weeks since.

Hurry up your dues and see what the new card and button look like. J. L. C.

East Colorado Division:—

Bro. C. F. Thompson is doing duty at Kit Carson day and night, with the aid of call bell.

Bro. Melbourne has returned to work at Aroya after an extended leave of absence, and is now established in his new depot. Shake, "WA," you needed it.

Bro. Carlson at Hugo has been a widower for some time, his wife being East on a visit to relatives.

Bro. White having resigned at Limon Junction, leaves us without a member there. Hope new man will join with us soon.

Bro. Everly, of River Bend, has just returned to work after a vacation of a few days, spent in Denver and with friends in Kansas. He met a number of the brothers along the line and they all feel encouraged.

Bro. Scott still represents the company at Deer Trail, which, by the way, is a "warm town."

Bro. Miller makes trains at Byers and raises cattle and cane on the side.

Bro. Knowles at Watkins, and he makes some things hard to catch, especially a wife. Come, "K," brace up.

Business has fallen off some, but with the spring rush, the boys will have something to do.

Each Division should be represented in THE TELEGRAPHER. Boys, let us hear from you.

"IVAN."

Wyoming Division:—

Some of the boys are saying that Bro. Perham has not got over his honeymoon, as the January TELEGRAPHER got out so late.

Howell, Harpers, Aurora, Fillmore and Salt Wells have been closed on account of the dull season of the year. Opr. L. A. Cass. of Salt

Wells, returned to the C. & N. W.; Bro. F. A. Graves, of Fillmore, went to the Pacific coast; Bro. E. J. Monroe, of Aurora, took a week off and went to Borie upon his return.

Bro. G. M. Kipka, of Lookout, is laying off, relieved by Bro. A. H. Heasman, of Simpson.

Bro. W. Sanford has day trick at Simpson during the absence of Bro. Heasman, with Bro. C. H. Brown, nights.

Bro. J. L. Sharick is back at Medicine Bow days, after a visit with friends in the East.

Bro. A. M. Burch, of Medicine Bow, nights, recently returned from a vacation, during which he visited the general offices in St. Louis.

Bro. W. C. Sammons, of Ft. Steele, has returned to work after a thirty-day leave of absence.

Bro. D. Higley occupies the new depot at Huttons since old Wyoming Station was closed. Huttons is on the cut-off from Howell to Cooper's Lake, which the Union Pacific began using November 29, last.

The cut-off from Horse Shoe Curve to Medicine, and from Hanna to Dana will be in operation in the early spring.

A new office has been opened at Dana Junction.

Work on the cut-off from Rawlins to Tipton has begun. This will cut out the present Solon and Creston offices.

Bro. L. M. Tudor, manager at Rawlins, was off four days in January, assisting Bros. F. A. Baldwin and G. W. Atkinson in auditing the books of Bro. R. R. Root, Local Secretary and Treasurer.

Bro. E. W. Sargent has been transferred from Solon, nights, to Bitter Creek, nights.

Bro. R. B. Forsythe, days at Rock Springs, is again on the sick list, being relieved by Bro. T. P. Romans.

Bro. W. B. Mowbray is again at his old stand in Ogden yard office, after serving Uncle Sam in the Philippines.

Williamsport, Pa., Div. No. 24.

Division 24 convened in regular session Wednesday evening, January 17. Meeting was called to order at 8:30 P. M., by the President. The attendance was rather small, but all present seemed very enthusiastic and much important business was transacted. One candidate appeared in the ante-room and was brought forward in due time and duly initiated. Bro. Braucht appeared in fine oratorical form and in his usual humorous style gave us a long talk under Good of the Order, which was eagerly drank in by all present. Our newly-made brother, R. R. Staver, talked at some length on good of the Order, and offered many beneficial suggestions, which, if carried out, will greatly strengthen Division 24.

From the way things look now the Susquehanna Division is almost prepared to send a full company to fight the Boers.

Ten students in line and many more awaiting vacancies. Now, brothers and fellow-operators, let me plead with you against this, for we all must realize if we look ahead that if this is kept up for the next five years there will be such an overplus that those who are still eating lightning (to use the slang phrase) will be compelled to work at such wages, as some roads are already paying—\$20 a month, for instance.

Tuesday morning, January 16, 1900, Bro. L. A. Lontz, night operator "RV" tower, Herndon, Pa., with his "intended," in the person of Miss Edna Conrad, an estimable young lady of Sunbury, Pa., boarded Erie Mail West at Herndon for Elmira, where they were united in the holy bonds of matrimony by Rev. David Keppell. May joy and happiness abound in the family circle as this young couple travels the rugged path of married life, is the voice of Division 24. Nibs, we all smoke.

The following in large print appeared in the advertising columns of the Sunbury Item:

School of Telegrapher—A new enterprise for Sunbury, Geo. E. Fisher, Prop.

Being aware that Sunbury, Pa., is a great railroad center, and that the general offices of the Sunbury Division are located at this place, in which office, we understand, the proprietor of this new enterprise is employed, and knowing that quite a number of good operators are required in this city, we surmise this knight of the key has ventured to furnish the material necessary. We know not whether this is to aid Mr. Fisher financially or whether it is to pave the way with his superior for a more lucrative position, but we are rather inclined to think it is the latter, as we cannot for a minute think that a position in the general office of a certain Division of railroad would pay so paltry a sum which would compel an operator to indulge in such unpleasant work. What do you say, boys, will we stand idly by and work with this man as we did when he appeared like a man among men, or will we do all we can to make it pleasant for him?

Notice to all members of Williamsport Division 24: Remit all your dues, correspondence, etc., to Mr. N. F. Brawcht, McElhatten, Pa., who was elected Secretary and Treasurer at our meeting of December, 1899. This will stop the unnecessary delay which was caused by mail being sent to our Past Secretary and Treasurer.

Bro. J. N. Kepner has been noticed making close connections for Sunbury. What are the attractions, brother? Beware, old man.

Grand Division

OFFICIAL DIRECTORY.

General Offices, *St. Louis, Mo.*

GRAND OFFICERS:

W. V. Powell.....President
St. Louis, Mo.
M. M. Dolphin.....First Vice-President
St. Louis, Mo.
A. L. Taylor.....Second Vice President
St. Louis, Mo.
H. B. Perham.....Secretary and Treasurer
St. Louis, Mo.

BOARD OF DIRECTORS.

C. Daniel (Chairman), Kimball House, Atlanta, Ga.
S. C. Mahanay (Secretary), Sherwood, Mo.
L. A. Tanquary, Cuchara Junction, Colo.
A. O. Sinks, Box 276, Portland, Ore.
F. J. Reynolds, Calgary, N. W. T.

ADVERTISING.

All matters pertaining to advertising will be referred to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

NOTICE.

To All Concerned:

The amount of money received and disbursed by the Secretary and Treasurer on account of Mrs. C. H. Baucher is as follows:

Mauch Chunk Div. No. 131.....	\$ 5 00
Providence Div. No. 256.....	5 00
Erie Ry. System Div. No. 42.....	5 00
C. & O. Ry. System, Div. No. 40.....	1 00
Grand Division.....	10 00
Total	\$26 00

H. B. PERHAM,

Secretary and Treasurer.

St. Louis, Mo., Feb. 1, 1900.

NOTICE.

To Officers and Members of the Grand and Subordinate Divisions:—

Please take notice that on Jan. 25, 1900, the Order of Railroad Telegraphers ceased to be a member of the Federation of American Railway Employes, by reason of its withdrawal therefrom.

Also that Section 63 of the Statutes should read in the sixth line for the "ensuing term," instead of "ensuing year."

Also, that Section 113 of the Protective Department should read in the ninth line "by a majority of the members interested," instead of "by two-thirds of the General Committee."

Yours in S. O. and D.,

W. V. POWELL, President.

St. Louis, Mo., Jan. 25, 1900.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. W. V. Powell, President, St. Louis, Mo.; H. B. Perham, Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairmen. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; G. C. Read, Local S. & T., Oakwood, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

No. 2, WASHINGTON, D. C.—Meets 1st Saturday in each month at Society Templars' Hall, 5th and G Sts., N. W., Washington, D. C. Raymond B. Dickey, Local Pres., 800 High st., N. W., Washington, D. C.; V. Marcinkowski, Local S. & T., 813 6th st., N. W., Washington, D. C.

No. 3, HARRISBURG, PA.—Meets 1st and 3d Sundays at 2 p. m., at Kinnard's Hall, Harrisburg, Pa. H. M. Fultz, Local Pres., 42 N. 13th st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m. at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. H. L. Brown, Local Pres., 3814 Parrish st., Philadelphia, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairmen. P. H. Williams, Gen'l Chairman, Local S. & T., Amaret, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, St. Edwards, Neb.; R. R. Root, Local S. & T., Pine Bluff, Wyo.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 3d Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local Pres., 835 Elk st., Buffalo, N. Y.; F. A. Hallock, Local S. & T., 358 Massachusetts ave., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of

THE RAILROAD TELEGRAPHER.

- M. Hall**, Fifth st., North Vernon, Ind. **W. B. Dobbins**, Local Pres., North Vernon, Ind.; **J. F. Davis**, Local S. & T., Lock Box 79, North Vernon, Ind.
- NO. 10, **KNOXVILLE, TENN.**—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. **W. H. Morris**, Local Pres., Knoxville, Tenn.; **W. L. Webster**, Local S. & T., McMillan, Tenn.
- NO. 11, **OLD TOWN, MAINE.**—Meets 1st Monday each month at 8 p. m., Sangerville, Me. **L. F. Crane**, Local Pres., Orano, Me.; **E. L. Keyes**, Local S. & T., Great Works, Me.
- NO. 12, **BELPRE, OHIO.**—Meets 3d Wednesday each month at 8 p. m., at 619 6th st., Parkersburg, W. Va. **P. Costello**, Local Pres., Belpre, Ohio; **G. J. Steurer**, Local S. & T., 626 Depot st., Parkersburg, W. Va.
- NO. 13, **DULUTH, MINN.**—Meets 3d Sunday of each month at 8 p. m. at Ritchie Hall, 806 Tower av., West Superior, Wis. **D. A. Shbirt**, Local Pres., 1620 Oaks av., West Superior, Wis.; **V. M. Chapin**, Local S. & T., Bostwick Flats, Duluth, Minn.
- NO. 14, **ROANOKE, VA.**—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. **C. E. Layman**, Gen'l Chairman, Troutville, Va.; **T. H. Lankford**, Local S. & T., Cloverdale, Va.
- NO. 15, **OTTAWA, ONT.**—Meets on 3d Sunday of each month at Glen Robertson, Ont. **G. W. Shenherd**, Local Pres., Maxville, Ont.; **R. E. Allison**, Local S. & T., Greenfield, Ont.; **P. D. Hamel**, Asst. L. S. & T., Blue Bonnets, P. Q.
- NO. 16, **NIAGARA FALLS, ONT.**—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. **W. H. McNabb**, Local Pres., St. Thomas, Ont.; **B. Knight**, Local S. & T., Niagara Falls, Ont.
- NO. 17, **BALTIMORE, MD.**—Meets 1st and 3d Thursday evenings at 205 Fayette st., Baltimore, Md. **F. C. Webb**, Local Pres., 641 Barre st., Baltimore, Md.; **J. B. Finnan**, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, **CLEVELAND, OHIO.**—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. **R. W. Keyes**, Gen'l Chairman, Conneaut, Ohio; **F. R. Terbrack**, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, **FORT WORTH, TEXAS.**—Meets on the 3d Monday each month at 8 o'clock p. m. at 1008 Lipscomb st., Fort Worth, Texas; **C. A. Burton**, Local Pres., H. & T. C. Ry., Frt. Office, Fort Worth, Texas; **C. A. Burton**, L. S. & T., 908 Jarvis st., Fort Worth, Texas.
- NO. 20, **GALVESTON, TEXAS.**—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. **C. B. Clark**, Gen'l Chairman, Ladonia, Texas; **A. T. Hickey**, Local S. & T., Cleburne, Texas.
- NO. 21, **CINCINNATI, OHIO.**—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. **J. E. Hunsberger**, Gen'l Chairman, Elmwood Place, Ohio; **A. C. Bushwaw**, Local S. & T., 1617 East 5th st., Dayton, Ohio.
- NO. 22, **ST. LOUIS, MO.**—Division covers the Missouri, Kansas & Texas Railroad System. Meets subjects to call of Chairman. **A. C. Eidson**, Gen'l Chairman, Huntsdale, Mo.; **L. D. McCoy**, Local S. & T., Selma, Kan.
- NO. 23, **TOPEKA, KAN.**—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. **W. T. Casey**, Gen'l Chairman, Local Office, A., T. & S. F. Ry., Kansas City, Mo.; **J. A. Newman**, Local S. & T., Wicnita, Kan.
- NO. 24, **WILLIAMSPORT, PA.**—Meets 3d Wednesday of each month at 8 o'clock in the evening at Harmon's Hall, Lock Haven, Pa. **A. T. Mulhern**, Local Pres., Farrandville, Pa.; **N. F. Braucht**, Local S. & T., McElhatton, Pa.
- NO. 25, **PALESTINE, TEXAS.**—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. **C. E. Lewis**, Gen'l Chairman, Houston, Texas; **G. W. Morgan**, Local S. & T., McNeil, Texas.
- NO. 26, **BRUNSWICK, MD.**—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. **D. Wright, Jr.**, Local Pres., Brunswick, Md.; **E. L. Harrison**, Local S. & T., Brunswick, Md.
- NO. 27, **LOUISVILLE, KY.**—Division covers the Louisville, Evansville & St. Louis Railroad System. Meets subject to call of Chairman. **E. P. Roach**, Gen'l Chairman, Germantown, Ill.; **Jos. Watchinger, Jr.**, Local S. & T., Mascoutah, Ill.
- NO. 28, **PEORIA, ILL.**—Meets 3d Sunday afternoon at 2:30 at Odd Fellows' Hall, 122-124 S. Jefferson st., Peoria, Ill. **J. R. T. Auston**, Local Pres., Peoria, Ill.; **F. M. Widmeyer**, S. & T., 604 Ravine av., Peoria, Ill.
- NO. 29, **NEW HAVEN, CONN.**—Meets on 3d Sunday morning of each month at 10 o'clock at K. of P. Hall, 45 Wall st., Bridgeport, Conn. **T. O. Tiger**, Local Pres., 53 Broad st., Stamford, Conn.; **John R. Cardinal**, Local S. & T., 151 Wallace st., New Haven, Conn.
- NO. 30, **PHILADELPHIA, PA.**—Meets 3d Friday in O. U. F. Hall at 8 p. m., at 36 N. 9th st., Philadelphia, Pa. **J. L. Hughes**, Local Pres., 1224 Chestnut st., Philadelphia, Pa.; **John J. Maxwell**, Local M. & T., 60th and Woodland av., Philadelphia, Pa.
- NO. 31, **ST. LOUIS, MO.**—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. **T. W. Barron**, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; **Jas. F. Burnett**, Vice Gen'l Chairman, 1206 W. Markham st., Little Rock, Ark.; **Sidney C. Mahanay**, Local S. & T., Sherwood, Mo.
- NO. 32, **ST. LOUIS, MO.**—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. **A. R.**

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- VanGeisen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.
- NO. 34, BOSTON, MASS.—Meets 1st Sunday, 10:30 a. m., and 3d Saturday, 8:30 p. m., of each month at Rathbone Hall, 694 Washington st., Boston, Mass. R. R. McDougall, Local Pres., 17 Northfield st., Boston, Mass.; C. R. Withrow, Local S. & T., Westville, N. H.
- NO. 35, PROVIDENCE, R. I.—Meets 1st Saturday in each month at 8:30 p. m., and 3d Tuesday at 9:30 a. m., at K. of P. Hall, 193 Westminster st., Providence, R. I. Geo. E. Joslin, Local Pres., Auburn, R. I.; F. L. Fowler, Local S. & T., Box 152, Auburn, R. I.
- NO. 36, ASHTABULA, O.—Meets last Saturday evening of each month at 8 o'clock, at Good's Hall, Center st., Ashtabula, O. J. M. Kennedy, Local Pres., Ashtabula, O.; T. D. Dellmin, Local S. & T., Gen'l Del., Youngstown, Ohio.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Galion, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Tuesday evening at 8 o'clock at N. E. corner Broad and Third sts., Columbus, Ohio. L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 727 N. 3d st., Saginaw, E. Side, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Kellogg, Wayne Co., W. Va.
- NO. 41, ST. JOHNSBURY, VT.—Meets 3d Wednesday of each month at 8 p. m., at K. of P. Hall, St. Johnsbury, Vt. C. A. Ranney, Local Pres., Danville, Vt.; E. M. Stone, Local S. & T., White River Junction, Vt.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 43, CONCORD, N. H.—Meets 3d Saturday of each month at 8 o'clock p. m. at Capital Hall, No 19 Warren st., Concord, N. H. W. H. Meserve, Local Pres., Penacook, N. H.; W. B. Drown, Local S. & T., 300 Center st., Newton, Mass.
- NO. 44, NEW YORK, N. Y.—Meets 1st Wednesday evening each month at 8 p. m., and 4th Sunday morning of each month at 10 o'clock, Brotherhood Hall, Third st. and East av., Long Island City, N. Y. P. H. Enright, Local Pres., 133 Felix st., Brooklyn, N. Y.; J. F. Hinterleiter, Local S. & T., 149 5th st., Long Island City, N. Y.
- NO. 45, SPRINGFIELD, MASS.—Meets 3d Sunday in each month at 2 o'clock p. m., at Central Labor Union Hall, S. E. Cor. Harrison av. and Dwight st., Springfield, Mass. D. J. O'Connell, Local Pres., 71 Everett st., Springfield, Mass.; J. B. Belding, Local S. & T., Gilbertville, Mass.
- NO. 46, WORCESTER, MASS.—Meets ——— F. H. Bates, Local Pres., Sterling Junction, Mass.; J. F. Mullen, Local S. & T., Clinton, Mass.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coalton, Ohio; H. C. Mitchell, Local S. & T., Uniapolis, Ohio.
- NO. 49, PUEBLO, COLO.—Meets 2d and 4th Saturday evenings each month in Trades' Assembly Hall, Union av., Pueblo, Colo. W. H. Moore, Local Pres., Room 6, Union Depot, Pueblo, Colo.; L. A. Parkhurst, Local Sec'y, Pueblo, Colo.; J. W. Brunton, Local Treas., 1321 Eighteenth av., Denver, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B, Portland, Ore.; A. O. Sinks, Local S. & T., Box 276, Portland, Ore.
- NO. 51, PITTSBURG, PA.—Division covers P., B. & L. E. Ry. System. Meets subject to call of Chairman. ———, Gen'l Chairman; Wm. S. Gordon, Local S. & T., Grove City, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. S. J. Konenkamp, Local Pres., 2705 Jane st., S. S., Pittsburg, Pa.; J. W. Barber, Local Sec'y, 256 S. Highland av., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, ————Division covers the Southern Pacific Railway System. Meets subject to call of Chairmen. Geo. Estes, Gen'l Chairman, Roseburg, Ore.; W. R. King, Asst. Gen'l Chairman, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View Sta., San Francisco, Cal.

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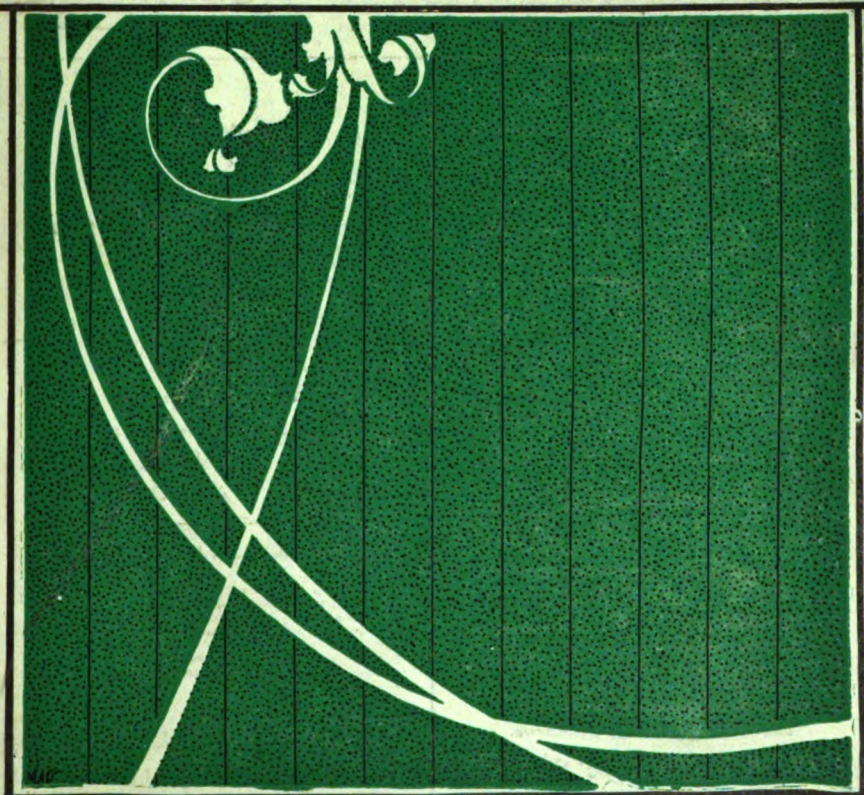
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. J. F. Coleman, Gen'l Chairman, Wickes, Mont.; E. A. Collins, Local S. & T., Eldridge, N. Dakota.
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. J. W. Cline, Gen'l Chairman, Lodi, O.; Wm. Carr, Local S. & T., Adena, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; W. H. Harris, Local S. & T., care H. & T. C. Frt. Depot, Fort Worth, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3 floor Western Union Bldg., 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemoor, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacook, N. H.; J. W. Flavin, Local S. & T., 3 Oak st., Concord, N. H.
- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; F. M. Galloway, Local S. & T., Dubois, Idaho.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Local Pres., Capsaspal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Saturday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. J. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnellton, W. Va.; F. C. Moran, Local S. & T., West Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 116 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Local Pres., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Offices, Ogden, Utah; C. N. Custead, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; O. L. Rudisail, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m. at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Sunday of each month at 2 p. m. at Brokaw's Hall, Cor. 8th and Locust sts., St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday evening of each month at 8 p. m. on 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, NEWARK, N. J.—Meets 2d Saturday, 8 p. m., and 4th Sunday, at 2 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 1018 East Grand st., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 10 a. m. at Odd Fellows' Hall, 657 Cherry st., Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; V. H. Cain, S. & T., 769 Oak st., Macon, Ga.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.

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March, 1900.



THE RAILROAD TELEGRAPHER



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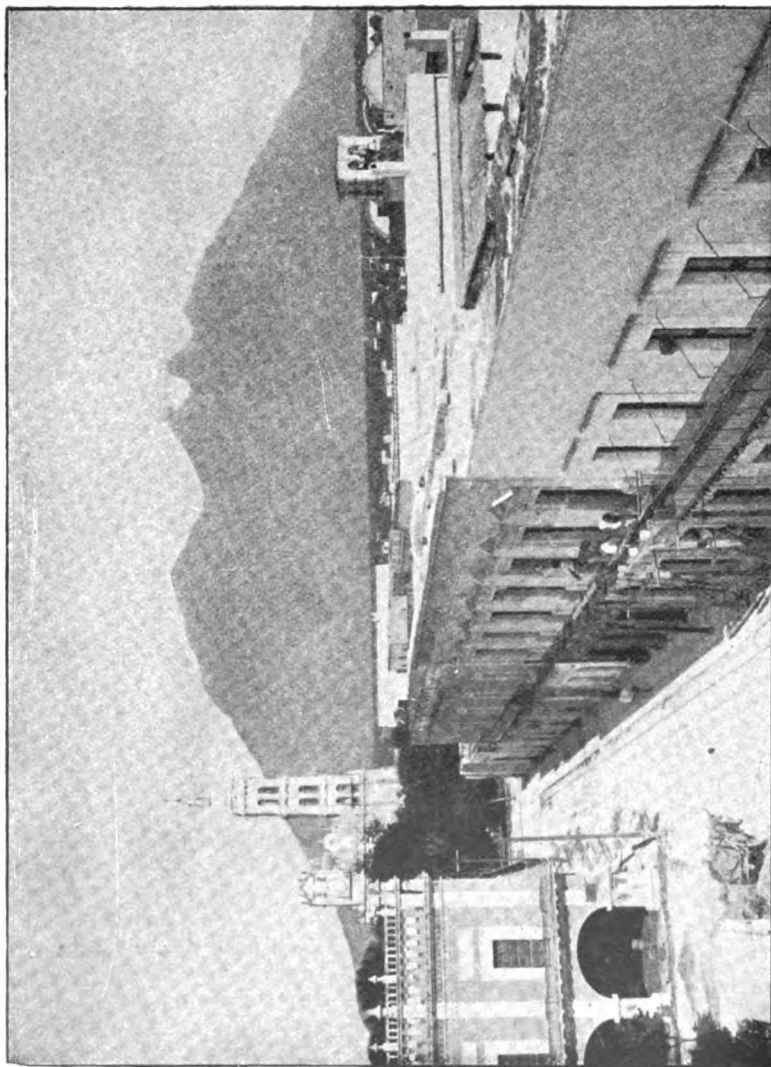
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H. B. PERHAM, EDITOR.



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No. 3.

EDITORIAL

WHAT ARE WAGE-EARNERS' RIGHTS WITHOUT A CONTRACT?

FROM interviews with many different employers at divers times and in widely divergent places, the inference is drawn that in the opinion of men in that class, generally the wage earner has no rights that the employer is bound to respect. It is universally admitted that he has a right (if it can be called one) to work for what wages he can get, also that if he does not like his job, he has the right to quit it. Those views of the wage-earners' rights are held to be the Alpha and Omega of the question. As far as the employer is concerned, there is nothing more to be said on the question, unless moral suasion, that has very much the appearance of force, is used.

It is generally conceded that it is absolutely necessary for the employer to name the price at which he will sell his product, but when the working man wants to set

the price on what he has to sell, his labor, that proposition is looked upon as being so absurd that it cannot be given serious consideration.

It is not generally known among railroad employes who are non-unionists, although many of them have found it out by bitter experience, that their employers can discharge them at any time, with or without good reason for doing so. An employer cannot be held liable for damages in the courts because he has discharged a man without good and sufficient reasons. It might, perhaps, have been different if working people had made the laws.

With the establishment of a wage contract or schedule, the status of affairs undergoes a change. With all his civil rights intact, the wage earner finds that he has more rights and privileges than he ever had before, and, what is still more gratifying, these newly acquired rights are recognized by the courts everywhere.

If these premises are accepted, what is to be said of the railroad employe who prefers to continue working on the individual plan in defiance of his fellows, who want him in their organization? He is surely "brother to the ox." Numb to every sense of independence, blind to the interests of humanity, and an impediment in the path of progress.

There are many railroads doing a prosperous business to-day where the organizations are poorly represented, where each man is watching his neighbor, where a system of espionage is most thoroughly established, and where the men work a maximum number of hours for a minimum amount of pay. Envy and jealousy are the most noticeable traits among the men. How different on roads where the men are thoroughly loyal to the organization of their class. Each man treats his fellow worker in a neighborly fashion, and each man knows his duty and his proper place. Continuity of employment and promotion are assured. The wages paid are the best in the business, and the service rendered is commensurate with the pay.

The result of organization among the men is good for the employer as well as themselves. It is on this account that the power and influence of the organizations are steadily increasing, and its inherent qualities for good will doubtless work out the salvation of the wage slave, so far as railroad service is concerned. Meantime, it cannot be too often asserted that without a schedule the wage earner has no rights worth mentioning.

DOUBLE-HEADER TRAINS.

Within purview of safety for railroad companies in Texas to run double-header trains, is a question that has been receiving much consideration recently at the hands of railway officers, train employes, and lawmakers of this State, resulting in a law being enacted by the General Assembly, giving unto the Railway Commissioners power to investigate and make decision of the question.

The first official knowledge we had of any trouble in Texas over double-headers

was in the spring of 1899, when all the Brotherhood Committees, representing the lines of the Gulf, Colorado & Santa Fe Railway were convened at Galveston, and the presence of their Grand Officers asked.

The result of the meeting was, that an agreement was reached between the men and company, as we understand, whereby double-headers would be abolished except for the purpose of "shopping" engines, and equalizing power. It was effective until late in the summer of the same year, when the company gave notice of its intention to abrogate the agreement relating to double headers. At the time the abrogation occurred, much discussion was caused, resulting, it is said, in the employes of nearly all the Texas lines making common cause with the Santa Fe employes in taking their trouble to the Legislature for adjustment, with the above result.

At the hearing before the Legislative Committee, in Austin, the following persons gave substantially the testimony below:

Mr. T. T. Adams, who is Secretary of the Legislative Committee, presented a detailed statement of wrecks occurring attributable to double-headers, and an argument thereon, entitled "Economy *vs.* Life," made an appeal for the safeguard of railroad employes, and insisted that the traveling public is vitally interested, because when employes don't care whether or not they lose their jobs, they become careless, and the public is endangered.

J. W. Chase, a conductor on the Santa Fe, was placed on the stand, and testified to the alleged extreme dangers to employes and the traveling public from the practice of double-heading, and held it responsible for delay and fines occasioned in the cities for obstructing crossings. He said that there was danger to the employes in the second engine. He testified that he runs on the division between Temple and Sealy, and never makes the run on a double-header in less than eleven hours, while he has made the run with a single engine in from four to nine hours, and that from 20 to 29 hours have been consumed in going over a division.

In reply to question by Attorney J. W. Terry, of the Santa Fe, witness stated, for the same period, as compared with last year, accidents have been doubled.

Mr. Terry stated, the records prepared by the company showed just the reverse.

Gen. Mngr. L. J. Polk, of the Santa Fe, stated the double-header system was inaugurated on his line on October 12, 1899, for economical reasons, explaining the saving in cost of operations, which amounts to saving seven cents per train mile, or about \$6,000 per month. He said that a comparison of accidents for the period from October 12, to February 1, showed 171 for 1898-99, as against 154 for the same period in 1899-1900, of which 31 accidents occurred on double-headers. He read a letter from his General Claim Agent to substantiate the figures quoted. Out of the 31 accidents occurring on double-headers, the letter claims only seven were really due to operation of such trains, and out of the seven injuries, four were bruises. He argued that the fewer number of trains run on any railroad lessens the liability of accidents, and contended, therefore, that running double-headers diminishes rather than increases danger of accidents.

Mr. Polk said, the real and true cause for objecting to double-headers by the trainmen, is because it throws men out of employment. He said this was urged by them when a committee waited upon him at Galveston, and he called upon Engineer Walker, who was spokesman of the committee, to substantiate the statement. Mr. Walker, who was present, said such was the case, and also said there are dangers in running such trains. Mr. Polk claimed a railroad manager is humane, and would not knowingly throw an employe into an extra hazardous position. Touching on the amount of money paid out in damage suits by railroads in Texas, he requested that the railroads be permitted to pursue their method of economy where it does not injure life nor limb. He stated that 95 per cent of his rolling stock is now equipped with air brakes, and that where a train breaks in two, the brakes on both halves of the train set themselves automatically. He made the point that no confusion could re-

sult in the matter of giving orders to two engineers, because the first engineer is in absolute control of the train.

Mr. J. Kruttschnitt, General Manager of the entire Southern Pacific lines, for whom we have much respect, expressed his beliefs on the subject as follows:

"It is said that the difficulty and danger of controlling a long and heavy train, and of performing the perilous duties of braking, firing, and engineering, are much increased through running double-headers.

"The trains hauled double-header on the lines of the Southern Pacific are not as long or as heavy as those hauled with single engines on other parts of the line, where no claim has ever been made that braking, firing, and engineering were thereby made more dangerous. The double-header trains in Texas never exceed 20 to 25 freight cars. On divisions east of Houston, trains of 45 and 50 cars, hauled by one locomotive, are by no means uncommon, and on hilly divisions west of El Paso, on the same system, 40 and 45 cars, with locomotives run double-headers, are hauled, and on the California valley lines, trains of 55 and 60 cars are by no means unusual. All of these trains are run safely, without any unusual effort on the part of the men, and without increased risk, either to them or to the public.

"The ordinary 10-wheeler freight engines that are run double-header on the Sunset Route have a tractive power of about 16,000 pounds. One of the new mogul freight engines coming into general use on that line, has a tractive power of nearly 28,000 pounds, and, singly, pulls over many parts of the Sunset Route, without comment or claim of increased risk, the same trains whose length and weight are said to constitute elements of enhanced danger when pulled by a double-header.

"There is an incidental and considerable increase in safety in running double-headers, as it reduces, by one-half, the number of moving trains, and by much more than one-half the risk of coming together.

"That the practice is not an innovation in railroading, is proven by the fact that on the Southern Pacific lines west of El

Paso, trains have been run double-header for the past twelve or fourteen years safely and successfully. The writer has recently personally counted trains of from 60 to 70 cars hauled by one locomotive on the lines of the Erie, and has counted trains of the same number of cars hauled by double-headers on the lines of the Baltimore & Ohio through Ohio, Indiana, and Illinois; on the Lake Shore & Michigan Southern, through the same States; on the lines of the New York Central in New York, and on the lines of the Union Pacific in Nebraska, Wyoming, and Utah. The statement that the railroads do this for the purpose of cheapening the service is true. The practice is widespread, and must be resorted to, in order to live on the reduced rates now received by the carriers for all classes of freight service. The only way in which railroads have been able to continue the high wages they are now paying their trainmen, firemen, and engineers, in face of constantly falling rates, has been by correspondingly reducing the cost of transporting freight through the adoption of more efficient methods. Students of railroad statistics are aware that the reductions of rates during the past five or six years would have bankrupted every road in the country, had they not met them by devising more economical methods, whereby carloads and trainloads were increased so that earnings per train mile increased somewhat faster than expenses.

"The increased tonnage handled on the lines of the Sunset Route has provided employment for an increased number of men, and has distributed large sums of money in the State as wages, and for purchase of materials. The management can adopt one of two courses—to either decline to compete for this tonnage at low rates, or compete for it, and put into practice such economies as will leave some margin between earnings and expense of carriage. If the right of the railroads to manage their business under such reasonable and proper rules as prevail on competing lines in other States is abridged or denied, the traffic will inevitably follow the lines of least resistance, and be lost to Texas."

It cannot be gainsaid but what railway companies or other corporations have the right to reduce operating expenses in every legitimate way, and that railway or other workers cannot successfully oppose the advent of improved machinery or the latest scientific methods of operation, providing the hazard of their employment is not increased.

One of the advantageous features of double-header trains to railways, and to which little objection is made by trainmen, is to be found upon lines operating in mountainous sections, where extremely heavy grade lines are found between long stretches of what would be termed ordinary grades; and, as a matter of economy, and for the purpose of expediting and making time with their freight, railway companies put two or more engines together in hauling over the heavy grades the same number of cars which are brought to the foot of the grade by one engine. It is said that as many cars may be safely taken in one train as can be looked after by the crew behind the engine, where the construction of the cars, including the safety appliances, such as air brakes, and improved coupling devices, would stand the strain necessary to move such train. It is clearly to be seen, the number of cars safe to handle in one train is only measured by the strength of said cars. This determined, the trains are made up to that limit, providing the power of one engine is such as will handle the number of cars. In most cases, prior to say three years ago, roads did not have engines capable of carrying trains of tonnage, or cars equal to the strength of the cars, when made up in trains to the full limit of cars, which has resulted in some roads running two engines coupled together.

As the combined power of two engines is, in many cases, more than is actually required to move the train, and as they do not at all times work in accord with each other, trouble is likely to arise for this reason, by the train breaking in two, and running together, thus causing delay and liability to loss of life and property.


Many of the roads referred to in Mr. Kruttschnitt's argument before the committee, are able to haul longer and heavier trains than are the Central and Western roads, for the reason of having double tracks, heavy rails, rock ballast road, good, strong bridges, and long side tracks; whereas on many roads in the Central and Western States, the bridges are of the same design and capacity as were used years ago, their side tracks are inadequate, and in the early days of their construction the track was laid without reference to grades, which gives them what is commonly known to trainmen, as "hog backs," and which are disastrous to long and heavy trains unless great caution is exercised by the trainmen when going over these places. On single track roads, where the business is exceedingly heavy, and where many fast passenger and mail trains are running, it would seem to us an error and lack of economy for a manager to load his trains to a degree that would prevent them from making good time, and from being under proper control at any point on the division. Trains of a length that will not permit the conductor at the rear end to see signals from the head end at nearly all times, are, in our opinion, dangerous; it matters not whether the train consists of empties or loads. The traffic on the Central and Western roads is unlike that on some Eastern roads, for the reason that, as a rule, it all moves one way, and prevents a proper eq alization of power.

To sum up the controversy, it would seem that by double-header trains the railway companies secure the hauling of a greater tonnage, and save the expense of one train crew, while in most instances, it is said, they increase the responsibility of those in charge of the train, and make their work more hazardous, for the reason that break-in-twos are more liable to occur. If railway companies attempt to haul with two engines a train of greater tonnage than that which can be hauled with one engine of the largest type, we believe that nothing is gained thereby, for the reason that the trains will be so cumbersome as to prevent the proper running of their passenger and mail trains, and delay

and interfere with other trains at passing points.

The question as to whether or not double-header service is extra hazardous is a mooted one, according to the evidence of the several gentlemen who appeared before the Legislative Committee, and we trust that the Railway Commissioners of Texas will render a decision which will prove equitable to all concerned.

A NEWSPAPER REFORMER.

 ON March 13th, the Reverend Charles Sheldon took charge of the Topeka, Kan., *Daily Capital*, with the object of running it for one week on an ethical basis, and as he thinks Jesus would have conducted it. In other words, he will conduct it along strictly Christian lines, and that means, of course, in strong opposition to Mammon. It is to be hoped that the first thing he will do, will be to arrange for a union label for the paper, as that is, under present circumstances, one of the most intensely Christian acts the proprietor of a newspaper can do.

Mr. Sheldon's paper for the one week is to have a circulation exceeding that of the most widely read daily newspaper printed in the United States at present. Matrices are to be sent to New York, Philadelphia, Boston, and other cities, to eke out the inadequate press capacity of the *Capital*, and the demand for advertising space in the paper is proportioned to its prospective circulation.

At one time the gentleman edited one issue of the *Topeka Mail*, for the benefit of his church. In a leading editorial, under the caption, "What is News?" he expressed himself along certain lines of thought, which he will doubtless pursue while editor of the *Daily Capital*. Following is an excerpt from it:

"What is news? In other words, what ought a daily newspaper furnish its readers?

"1. Items of genuine national and international importance, political, religious, artistic, scientific and educational.

"2. Information that properly belongs to the home of the paper. This does not mean

a publishing of private affairs. The newspaper has no more right to give to the general public the private affairs of individuals and families than Christian people have the right to gossip over the private matters of their neighbors.

"3. A definition of what is news requires a definition of what is not. It is not news, for example, to publish in a Topeka paper the account of a murder trial in California. It may be news to the California people, but does not properly belong to Kansas people. Such a murder, with all its horrible details and court proceedings, is not news anywhere in the sense that the papers make it such by column accounts of it.

"4. It is not news to print hearsay. The news of the day is facts. Everything in the nature of supposition should have a column by itself, headed 'Rumor.' And the reading public ought to understand that whatever went into that column might be true, or it might not, according to what happened during the next twenty-four hours. But when a man reads a newspaper, he ought to be able to feel that he is reading the facts in the case. A reporter on a newspaper has no right to an imagination while writing news.


"4. The home has the right to object to the introduction into the family circle of anything it would allow in book form. And yet one might cull from the papers in the course of a month, a variety of detailed description of vice, crime, depravity, and brutality, which, if bound up into a book, and placed in a girl's or boy's hands to read, would shock every father and mother with indignation. Is it any better because it appears half a column at a time?

"6. One definition of a newspaper would be a journal of information concerning what people ought to know, and not what they want to know. A paper is not obliged to publish what the public demands, if that demand is vicious. Journalism has an educational and moral function to perform, as well as being a purveyor of news. And that is not legitimate news which creates a demand for reading which lowers instead of raising the moral standard of the reader."

Who can doubt that if these views were generally carried out, that it would re-

sult in a visible decrease in crime and insanity. The distribution and reading of the vile gossip of the world is a nerve destroying and debauching influence that ought to receive some attention, and, perhaps, this experiment of Mr. Sheldon's will have a salutary effect.

COLORADO & SOUTHERN RY.

 GENTLEMAN, styling himself as F. M. Shaw, with the sobriquet of Traveling Passenger and Ticket Agent of the Colorado & Southern Railway, in an unguarded moment, guilelessly talked for publication to a representative of the *Rocky Mountain News*, Denver, Colo., on February 3d. Here is what he said:

"'Nothing has done the Colorado & Southern Road so much good as the boycott declared by Chief Powell, of the Telegraphers,' was the somewhat puzzling remark of F. M. Shaw, Traveling Passenger Agent, as he was about to board a Union Pacific train last night. 'Mr. Powell wrote us a long circular or edict, declared a boycott, and sent it all over the country to agents. We now find that they reached agents in the East, who had never heard of the Colorado & Southern, I might say, or had lost track of it. The Chief also sent out maps of the line that were fine pieces of work, and better than anything we have. The road never got so much good advertising in its history. I am going back to-night, and will visit the agents of all large cities, being put in a better position now to talk, on account of the opening made by Mr. Powell. His edict was a fizzle, as our men wouldn't fall in.'"

It might be suggested to Mr. Fisher, the genial, whole-souled General Passenger Agent, who is Mr. Shaw's superior officer, that Shaw be muzzled while he is in the exhilarated moods evidenced by his loquaciousness with the jovial representative of the *News*, until such time as he, by his acts of discretion, has earned the right to go unfettered.

Just think over what Shaw is reported to have said: "Nothing has done the Colorado & Southern Road so much good as the

boycott declared by Chief Powell of the Telegraphers." This is a broad statement, for it goes the McKinley prosperity one better, yet we graciously accept the compliment paid us, and will try to keep our hat band from shrinking. He very generously gives the Order credit for advertising the road he represents in a very thorough manner, and now that the ice has been so magnanimously and effectively broken by the Telegraphers' Order, he is going to hie himself to the principal marts of his native land, and there lie in wait for the seductive ticket agents, and show him our maps, advertising matter, etc., and ask their consideration and support of his road. In such matters as these, we are always ready to accommodate our friends, and our inclination, time, money, and ingenuity, is, for the present, at least, at the disposal of the Colorado & Southern's Traffic Department, for the purpose of calling their lines of railway to the notice of the ticket and freight agents of North America, and the patrons of railways in the sections of country in which they compete for business.


We can appreciate Shaw's feelings for the last six or seven years, penned up as he must have been, waiting for the silver lining to come in the clouds of passenger traffic, and it must have been a relief to his mind and body when he learned for the first time that we had undertaken the task of shying the fish of prosperity into his net, and were succeeding so nobly.

When leaving Denver, he was, no doubt, buoyed up by the healthful and invigorating ozone for which that city is famous, and nothing could deter him from concentrating all his energies in promoting the welfare of the Colorado & Southern Railway in the traffic arena.

When he comes around to see you, treat him kindly, for he is one of God's creatures. Smoke his cigars, take his literature, and felicitate with him on the wonderful road he represents. The rapid strides it has made toward the betterment of the condition of its station employes during the past six years; the great effort put forth by it in developing the wonderful resources of the State of "the silent peaks"—Col-

orado. Make him feel good. Do it for our sake; but when you have a passenger, or a car of freight, send it via some other road.

WANTS HOME TALENT!

 DURING the months of January and February, railroad companies usually find it convenient to close a goodly number of telegraph offices for a season, on account of business becoming slacker after the holidays. The number of men laid off on this account at the present time is as large as it has been in years past, notwithstanding the increased prosperity of the country.

There is one notable exception to the general rule, and that is the Pennsylvania Railroad, which is apparently short on telegraphic talent, if we may judge from the following circular letter:

FORT WAYNE, IND., Jan. 11, 1900.

ALL OPERATORS—

For some time past it has been almost impossible to supply the demand for operators on the Western Division from students who have learned on our division. The prospects are very favorable for a demand for operators, and to meet this demand, it is necessary that we have a number of students on hand on the division. By students, I do not mean any one that may want to come into the office, but we should endeavor to secure young men of good education, good character, sound physically, and naturally bright for this position. When we have secured such young men, we should do all in our power to make good operators of them. Will you please advise if you have any students in your office; if so, their names, length of time in office, progress they have made, and the possibility of their being able to handle an office. With a little effort, we should be able to secure enough students to make this division independent of any other division, or of operators from other roads.

W. H. TIGAR, Chief Dispatcher.

The gentleman with the euphonious cognomen evidently believes in fostering home talent, even if it does work to the detri-

ment of the profession that has made him what he is. The specious plea intended to induce the telegraphers to help the company by creating more telegraphers, thereby making competition for their own positions, is a gem in its way, calculated to bring its author promotion in the service.

As to the Pennsylvania Company, its executive officers will, in the long run, find out that it pays to man their signal boxes and telegraph offices with experienced telegraphers, instead of tyros at the business, just fresh from the school and the farm.

ADIOS, SENOR DUNAWAY.

The *Denver News*, of February 1, 1900, says:

"T. F. Dunaway, the retiring General Superintendent of the Colorado & Southern Railway, was, last night, presented with a magnificent testimony of the esteem in which he is held by the employes of the system. A costly chest, containing 225 silver pieces, a handsome oil painting of Pike's Peak, a water set of cut glass, two wine sets of cut glass, a diamond ring, and a handsome watch charm, set with diamonds, were the voluntary gifts of employes of all departments of the service with which Mr. Dunaway has been associated."

The presentation to Mr. Dunaway of the costly gifts enumerated above on his retiring from the management of the Colorado & Southern Railway, must bring to him much relief, and be exceedingly gratifying, for the paper says "they were voluntary presentations on the part of employes of the Colorado & Southern Railway, for whom he has done so much during the past five years." If this mark of appreciation on the part of the Colorado & Southern Railway employes was genuine, Mr. Dunaway might have reason to feel that his life's work was not a failure; but cold and calculating as he is, he knows that the presentation to him of the valuable gifts was only a sham and an act of hypocrisy of those participating in it.

It is said that the voluntary contributions of many employes which helped to purchase these costly presents were obtained in the same manner as are voluntary contributions from National, State and Municipal employes for campaign purposes. In other words, so much was allotted to an individual, and he was given to understand that it should be paid.

We have been tempted on other occasions to call the attention of telegraphers to the pernicious system of subscribing money for the purpose of making presentation of costly gifts to officials of railways who are, and who have always been the arch enemy of their interests, and the interests of their organization, and who would be willing, if they could, to make their employes, of all classes, work for wages hardly sufficient to keep body and soul together. We are of the opinion, that if ever mortal man richly deserved condemnation, instead of gifts from honest railway employes, that man is T. F. Dunaway, Ex-General Superintendent of the Colorado & Southern Road.

His record on the Mobile & Ohio Railway as a dispatcher, in the early part of his career, was that of a slave driver. As Division Superintendent on the Missouri Pacific Railway, at Osawatomie, Kan., his employes, except a favored few, were in mortal fear of him, and he, by systematic efforts, kept the members of the different organizations at variance with each other, and when it was announced that he would go to the Colorado & Southern Road, it is said there was much rejoicing around the hearthstones of his employes.

On taking charge of the Colorado & Southern Railway, he immediately took advantage of the aftermath of the American Railway Union strike, and the industrial depression of 1894, to deprive his employes of the right to act collectively, and for a long time they dared not say their soul was their own. He associated with him, as subordinate officers, several men who are notorious in the railway world as being thoroughly unprincipled, and whose hearts are steeled against all cries for relief of employes who are wronged or unjustly

treated. He paid to his telegraphers wages as low as \$35.00 per month, while his competitors paid a minimum of \$55.00 and \$65.00 per month, and because his telegraph employes dared to ask for more money and better conditions of employment, some of their committeemen were discharged by him, and afterwards he even went so far as to request a coal company to discharge one of their employes who had at one time been an employe of the Colorado & Southern Railway, just because this employe happened to be one of the committeemen who had represented his brothers in the attempt to ameliorate their condition.

The *News*, in making further comment on the presentation of the gifts, says: "The reply of Mr. Dunaway, although brief, on account of the emotions excited by the occasion, and not so elegantly worded as the address of the attorney, was received with sentiments of unanimous approval."

It is our opinion the only emotion excited in the breast of the Ex-General Superintendent, was that caused by his mental attempt to figure out how much the layout was worth. It could not be expected that he would say anything in reply to the presentation speech, for his abilities do not lie in that direction.

Dunaway reigned with absolute autocracy while he lasted, but he finally became too heavy a load for the Colorado & Southern Railway to carry, so he had to go. Had "Benny" Winchell exercised the prerogatives of his office in this direction a long time ago, his road would enjoy a better standing than it does to-day. Dunaway, like Major Huger, is sadly lacking in tact and foresight. He is railroading along the lines of thirty years ago. He is antiquated, and should be put on the "rip" track as a "has been."

For the benefit of those who earn their bread by the sweat of their brow, as well as those who toil with their brain, it is to be hoped that Dunaway's retirement from the management of railway properties is final.

BRO. EDWARD TURNER.

BY the death of Brother Edward Turner, a locomotive engineer at Orizaba, Mexico, a few days ago, in a Mexican prison, the Order of Railroad Telegraphers loses a staunch and true friend, and the cause of labor in general an ardent supporter.

Brother Turner was an Englishman by birth, but on coming to America as a boy he renounced his allegiance to his mother country, and became a citizen of the United States. At the time our acquaintance with Brother Turner began, he was employed on the Missouri Pacific Railway at Eldorado and Ft. Scott, Kan., as a fireman. By strict adherence to duty, he was later promoted to the more responsible position of hostler and engineer. He was a substantial member of the Brotherhood of Locomotive Firemen, and a member of their Joint Protective Board for a number of years. Meeting with some reverses on the Missouri Pacific Railway, and thinking perhaps he could find the Mecca of his ambition by going to Mexico, he secured employment on the Interoceanic Railway as an engineer, and remained with this company until he was thrown into prison by the Mexican authorities on account of an accident to a train on which he was the engineer, and which caused the death of several persons. He remained in the Mexican prison for about nine months, as we are informed, without even a hearing of his case by the Mexican Government. After waiting for the cumbersome machinery of the State Department of our National Government to be set in motion to effect a hearing in his behalf, and getting no relief, he finally concluded that no help would ever come, and he sickened and died.

The laws of Mexico, as applied to railway workers, are said to be inequitable, and not what should be expected from a Republican form of government, or a government pretending to have the attributes of civilization. Any country that will allow its citizens to be incarcerated in jail, and there confined month after month, without allowing them a hearing, lacks the elements of good government.

Any government that will imprison the subjects of another government, and fail to provide a speedy hearing, and a fair and equitable disposition of the things charged against them, deserves to be educated by means which may be more forcible than elegant.

It is a fact, however, that the policy of the United States in protecting the lives and property of their citizens in foreign lands is conservative in the extreme, and can more properly be likened unto cowardice. With all that is said against England by her enemies, it cannot be denied but that she is as strong abroad as at home, and her most humble citizen knows that his life and property is as safe in Mexico or Nicaragua as it would be in London. It was but a short while ago that an English man-of-war appeared off the coast of one of the Central American countries, at an expense of many thousand dollars, and a trip of several hundred miles, to see that justice was meted out to one of the subjects of Her Majesty's Government. Had reparation not been promptly made, a bombardment of the sea coast cities would have immediately occurred.

There are American citizens in Mexican prisons to-day charged with violating laws of that country, who have never yet been accorded the privilege of being heard in defense of themselves. It is to be hoped that the spinal vertebrae of our officials, who have charge of foreign affairs, will soon be stiffened to the degree of affording justice to their own people, even though it be necessary to mobilize a few warships to accomplish that end.

JOSEPH H. SCHWERZGEN.

JOSEPH H. SCHWERZGEN died at Chicago, January 26, 1900. Mr. Schwerzgen was born at Bonn, Germany, in 1857. He was educated in the universities of his native land, and in Paris. He was a member of the military telegraph establishment of Germany. About 1878, he came to the United States. For a year or more, he was employed in the mines in Colorado, working as a manual laborer. After having sufficiently mastered the Eng-

lish language, he took up telegraphy, and was soon able to accept a railroad position. He was manager of the Jamestown, Dak., office when that was an important military point. From there he drifted to Chicago, and it was at this time that he began to identify himself with labor organizations. He was a most enthusiastic member of the old Brotherhood of Telegraphers, and during the great strike of 1883, none labored harder than he for the success of that movement. His activity at that time resulted in his being placed under the ban by the Western Union, and he never



JOS. H. SCHWERZGEN, DECEASED.

worked for that company after the strike. He was employed by different telegraph and railroad companies for several years.

In 1885 he was married to Miss Katherine Eichmann, of Madison, Wis. In 1889, he moved to Ft. Wayne, Ind., and was there employed by the United Press. He was also regular correspondent for several New York and Chicago newspapers. In 1891, he was elected Grand Secretary-Treasurer of the new Brotherhood of Telegraphers, and it was due almost entirely to his untiring energy that in less than a year's time this organization grew to respectable proportions, with lodges in nearly

every State and Territory. Being requested by the officials of the United Press to withdraw from the organization or resign his position, he promptly chose the latter, although serving the Brotherhood practically without pay, working day and night to further its interests.

After his dismissal by the United Press, Mr. Schwerzgen never again worked at the key. He engaged in the commission business in Ft. Wayne, meeting with great success. Two years later, he went to Chicago and became a member of the Board of Trade, where he met with varying fortune. One year ago, recognizing the growing importance of the beet sugar industry, he established the *Beet Sugar Gazette*, which was an instant and almost phenomenal success; it is already recognized as the leading organ and champion of this great industry.

Mr. Schwerzgen was a man of fine education, and indomitable energy. Nothing could discourage him. His resources were unlimited. He could handle the pen or the pick with equal facility. But whether enjoying prosperity or suffering adversity, he never for a moment wavered in his intense loyalty to the cause of the laboring man. Doubtless he made mistakes, but they were mistakes of the head and not of the heart. He gave freely of his time and means to any cause that he believed had for its object the improving of labor's condition. This was illustrated, when, in 1893, the American Railway Union was organized, he advanced several hundred dollars to meet the necessary expenses of launching that movement. Up to the day of his death he was a most warm friend of Eugene V. Debs.

The funeral was held at the residence, 529 Garfield Avenue, Sunday morning, January 28th, interment being made at Madison, Wis. The floral offerings were very profuse, the piece sent by the telegraphers being a large anchor, with a card inscribed, "A tribute from the Telegraphers." The bereaved companion, and aged father (who survives in Germany) will have the sympathy of all the hosts of friends who knew and loved "Joe" Schwerzgen.

CONSPIRACY AND INJUNCTION.

THE following Bill has been introduced in Congress at the instance of the American Federation of Labor, and has for its purpose "to limit the meaning of the word CONSPIRACY," and also the use of "restraining orders of injunction, as applied to disputes between employers and employes in the District of Columbia and Territories, or engaged in commerce between the several States, District of Columbia and Territories, and with foreign nations."

The Bill was drawn by the firm of Ralston & Siddons, of Washington, D. C., and is along the lines of the English Trade Union Act of 1876, which provides, in substance, that an act performed in the furtherance of a trade dispute should not be considered criminal if such act committed by one person would not be punishable as an offense. The English law was passed by the General Assembly of Maryland in 1884, with a very slight modification.

The authors of the proposed Act are of the opinion that Bills introduced prior to this one, have been along improper lines, for the reason that their general effect would weaken the force of injunctions against acts committed beyond the presence of the court, by providing trial by juries with its incidental delays. They believe that the judges should have power to issue injunctions, and to enforce proper respect for them, but that the root of the trouble is to be found in the courts misconstruing the word "CONSPIRACY," which their Bill defines and makes clear. We believe it to be the best solution of the problem that we have yet seen, and trust that it will be speedily enacted into a law.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no agreement, combination or contract, by or between two or more persons to do, or procure to be done, or not to do, or procure not to be done, any act in contemplation or furtherance of any trade dispute between employers and employes in the District of Columbia, or in any Territory of the United States, or who may be engaged in trade

or commerce between any Territory and another, or between any Territory or Territories and any State or States, or the District of Columbia, or with foreign nations, or between the District of Columbia and any State or States, or foreign nations, shall be deemed criminal, nor shall those engaged therein be indictable or otherwise punishable for the crime of conspiracy, if such act committed by one person would not be punishable as a crime, nor shall such agreement, combination, or contract

be considered as in restraint of trade or commerce, nor shall any restraining order or injunction be issued with relation thereto. Nothing in this act shall exempt from punishment, otherwise than as herein excepted, any persons guilty of conspiracy, for which punishment is now provided by any Act of Congress, but such Act of Congress shall, as to the agreements, combinations and contracts hereinbefore referred to, be construed as if this act were therein contained.

Editorial Notes

There is plenty of evidence that the Colorado & Southern is being remembered.

The mere act of soliciting a man's membership is often times sufficient to make a lifetime member.

The mailing list will be revised for the April number, dropping the names of members who have not paid their current term dues.

There is some talk of nominating Judge Caldwell for Vice-President. If he does consent to enter the political arena, union men will scratch for him more ways than one.

When considering the subject of war, the wage earner should bear in mind that the wealth producer pays the entire cost. Increase of taxation for the employer usually means a reduction in wages for the men.

The fruit of division among working people is bitterness itself. The thought that partisanship causes one good workingman's vote to nullify another while the cunning idler skims labor's cream without molestation, is not pleasant to those who understand.

Buller was made to retreat four times, but eventually marched his army into Ladysmith. It takes that same courage and persistence to get a schedule for telegraphers sometimes. The idea is to hammer away until the point is won, no matter about the details.

This recital of the horrors of the "Bull Pen," at Wardner, Idaho, which is now taking place before a Congressional Investigating Committee, at Washington, will do much toward accentuating the ill feeling that is apparent between the intelligent wealth producer and the would-be aristocrat.

Many good people who do not read reform papers, and who will therefore note this for the first time in the daily press, will be shocked to learn that such a state of things exists in the fair State of Idaho. It is a disgrace to the country.

Bro. Wayland, of the *Appeal to Reason*, of Girard, Kan., seems to have taken a new lease of life, and a fresh grip on the wrongs of society. Every issue of the paper is more interesting than the last. It now displays the Union Label in a prominent place on the first page, and prefaces it with the remark that, "This paper is produced

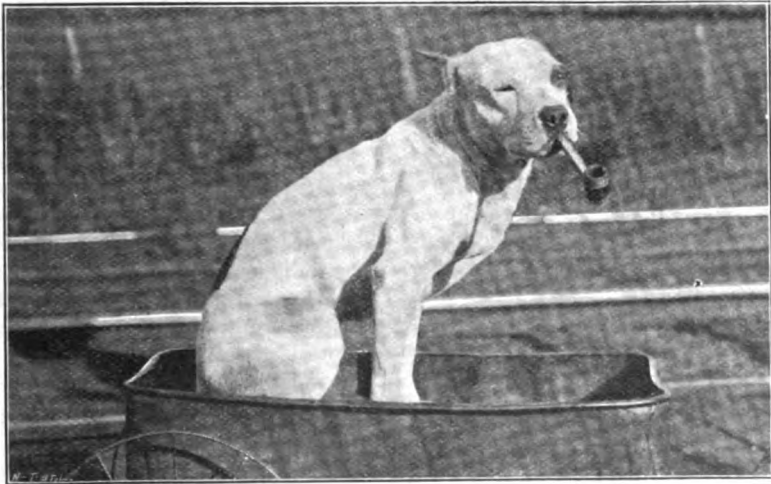
by Union Labor on a forty-seven hour week; under Socialism, the workers would receive about five times as much pay for a twenty-four hour week." Some telegraphers who are on duty over 100 hours in every week of the year will think there is some error in that statement.

The *Appeal to Reason* reaches over 100,000 people every week, from Maine to California, and its influence is constantly increasing.

We have been requested by the joint unions of New York City to call the attention of telegraphers to a certain non-union cigar manufacturer named Carl Up-

mann, in order that they may not unwittingly give support to an enemy to organized labor. It seems that up till within the last year or two, Upmann ran a union factory and grew enormously rich, but, not satisfied and forgetting that it was through the instrumentality of union men that he had made a fortune, he reduced wages from one dollar to four dollars per thousand cigars, and locked out his old employees—some 400 in number—and filled their places with machines, children, and non-unionists.

Telegraphers should transfer their patronage to people who are more favorably inclined toward the wage earner, and the unions.



THE AGENT'S ASSISTANT AT VALLEY PARK, MO.
Photo by Luman Stevens.

THE MUTUAL BENEFIT DEPARTMENT

ASSSESSMENT NO. 16 IS DUE ON
APRIL 1, 1900. TIME FOR
PAYMENT EXPIRES MAY 31,
1900.

CLAIM No. 31.—Amount, \$500; was paid February 12th to Mrs. Nannie V. Ryan, of Wytheville, Va., the widow and beneficiary of Brother R. H. Ryan, of Norfolk & Western Railway System, Division No. 14, who was killed in a wreck on the N. & W. Ry., October 29, 1899. The following letter is self explanatory:

WYTHEVILLE, VA., Feb. 19, 1900.

MR. H. B. PERHAM—

DEAR SIR—Enclosed find receipt for full amount of claim of my late husband, Mr. R. H. Ryan. By his death, I feel and know that the Order has lost one of its most earnest workers. His life interest was in the work, and nothing gave him more delight than attending its meetings, and being associated with its members, whom he held as his dearest friends. May God's richest blessings rest upon the Order, as they comfort the hearts of the widows and orphans.

Very truly yours,

NANNIE RYAN.

BILL ARP ON INSURANCE.

Major Charles H. Smith, otherwise known as Bill Arp, writing for the *Atlanta Constitution* on the subject of life insurance, among other things remarks that. "Insuring one's life for the benefit of others is the most unselfish act that a young man can perform.

"No selfish or thoughtless young man will do it. It is looking death square in the face, but few young men will do that. It

is the next thing to getting religion. It is a confession of mortality. But death is a fact, and if the young man would stop and think, he would take a business view of it, and leave the religion out of the question. Let him ponder on the fact that not half of the men at twenty-five live to be fifty, that half of his life is already gone, that the chances are against him, that he will leave somebody behind him who has been dependent upon him, and may suffer without him. Then, if he is a reasonable man, he must admit that he ought to insure his life, while it costs so little, and not wait until it costs so much.

"Why not? For forty-four years I have insured my house and furniture and no fire yet. The insurance company got all that money for good, and yet I have taken comfort all that time. I have slept better at home, and felt better when abroad in knowing that if a fire did come and destroy my dwelling, the loss would be made good.

"That fire may never come; but here is a case where death is sure to come, a death which, in most cases of manhood, deprives the family of one of its pillars—perhaps its chief support—and yet how few of the young married men are carrying a policy for the wife and children. They are just going it blind. It looks like defying fate for a young man whose only income is his wages to live a day without a policy. He can't afford to."

To a great many men, it is not unpleasant to contemplate that their assessments go to the families of fellow telegraphers when financial assistance is the most liable to be needed. Every member of the Order should carry a certificate in the Mutual Benefit Department.

Gleanings

There are 3,200 co-operative societies in Switzerland.

* * *

The greatest effort should be concentrated upon the lines of least resistance.

* * *

Members should ever keep in mind their duty to promote the sale of Union Label goods.

* * *

Only the union label guarantees that what is bought is made and sold under such conditions alone as insure that decent wages are paid the workpeople and that the latter work under wholesome and humane conditions.

* * *

Labor organizations in New York city will make an effort to restrict the work in building the rapid transit tunnels to union men exclusively. In this they will have the co-operation of the Tammany ring, and even the Italian laborers will be barred.

* * *

A new electric foghorn consists of three electro-magnets, which operate half a dozen clappers that strike upon a gong at the rate of 36,000 strokes a minute, producing a continuous sound. The effect is increased by the use of a megaphone, which also sends the sound in any desired direction.

* * *

Roentgen rays are proving their value in field surgery in South Africa. A fresh equipment of apparatus has been ordered and skilled operators are being sent to the front. The Marconi system of wireless telegraphy is being placed on three British vessels, which are intended for active service.

* * *

A native runner engaged in carrying dispatches was recently captured by the Boers. A thorough search from head to foot revealed no trace of any papers, and he was released. He had a dispatch, however,

which he eventually delivered in safety. It was enclosed in a quill, and the Kaffir had secreted it in one of his nostrils.

* * *

Steamship companies are reported as placarding all Southern Europe with news that the \$35,000,000 New York tunnel will give employment to thousands of men at high wages. The object is, of course, to crowd the big town with thousands of unemployed and needy workmen, when the contractors will have choice picking in hiring labor at starvation wages.

* * *

The minimum legal wage law is now in operation in the colony of Victoria, Australia. Under the law no employer can offer an employe—nor can an employe accept—less than the stipulated rate, which varies for different occupations. For instance, journeymen bakers must receive at least 25 cents an hour, while their apprentices must receive at least \$1.25 per week.

* * *

Despite the rigid economies practiced by those in charge of the Lehigh Valley the annual report of the company shows a decrease in net earnings of \$347,493 from the 1898 report. The report for the year ending November 30, 1899, shows that the gross earnings from operation amounted to \$21,570,502, an increase over the corresponding financial year, 1898, of \$1,827,964; expense of operation, exclusive of taxes, \$16,648,232; increase, \$2,675,457; net earnings from operation, \$4,921,673; decrease,

* * *

When the direct telegraph line between London and Budapest was opened recently, the first telegram was sent from the Hungarian minister of commerce to the British Postmaster-General. It was as follows: "The wire which, from this day, connects Budapest and London, and upon which I

send my sincere congratulations, represents a new link between our common sentiments, and I wish with all my heart that this new factor of rapid communication may serve the interests and the welfare of the peoples of the world."

* * *

Paper telegraph poles are the latest development of the art of making paper useful. These poles are made of paper pulp, in which borax, tallow, etc., are mixed in small quantities. The pulp is cast in a mold, with a core in the center forming a hollow rod of the desired length, the cross-pieces being held by key-shaped wooden pieces driven in on either side of the pole. The paper poles are said to be lighter and stronger than those of wood, and to be unaffected by sun, rain, dampness or any of the other causes which shorten the life of a wooden pole.

* * *

The Admiralty of England has decided to fit four vessels of the Channel squadron with wireless telegraphic apparatus on the Marconi system. The signal boatswains of the two flagships and two petty signal officers on each of the ships in question are now being instructed in wireless telegraphy on board the *Hector* at Portsmouth. It may be regarded as extremely probable that all the vessels of the navy will eventually be equipped with wireless telegraphic apparatus. Experiments will also shortly be made to ascertain whether it is possible to communicate by means of space telegraphy between ships and balloons.

* * *

A London dispatch says that arrangements have been made by the Southeastern Railway Company to use the Marconi system of space telegraphy on the company's royal mail steamers between Dover and Calais, and also on the mail steamers between Folkestone and Boulogne. One pole will be erected at Dover, to command both fleets, either crossing the channel or in port at the other side of the water. Owing to the exceedingly short distance across the channel the ships' masts will be of sufficient height to be used at the other ports, thus saving the expense of clerks and the erection of poles at those stations.

A new sickness and accident insurance law has been passed (subject to referendum) in Switzerland. According to the law, on and after January 1, 1903, every person over 14 years of age carrying on work for any other person on Swiss territory must become insured. The insurance fund must be raised by contributions from the government, the employes, and the workpeople. Workpeople are never to pay more than 2 per cent of their wages into the fund. The balance must be paid by the employer, and in case of some dangerous employments this balance is considerable, for the maximum rate is as high as 12 per cent of an employe's wages.

* * *

Says the Boston *Advertiser*: The fact that the representatives of the International Council of cigarmakers decided against the proposed strike in this city is important, not merely as affecting a local industry but also as showing that the labor leader is sometimes more conservative than the men whom he represents. It seems a favorite idea with some critics of organized labor that the labor "agitator" always tries to foment as much trouble as possible between the employer and his employes. However true or untrue that may have been at any time in the past, there are many instances in labor history to-day that can be cited to disprove the idea.

* * *

It is difficult to realize that the woman who sent the first telegraphic message—that is, the first practical telegraphic message, as we now understand the term—died only last month. Telegraphy is such an everyday affair to most people nowadays that it seems almost incredible that the person who dispatched the very first message should have just died. Mrs. Smith was not a very old woman—she was 72—but her lifetime spanned a period of marvelous industrial development, and from her father's friendship with Morse she was accorded the unique distinction of sending the first message. The event became historic and made the young girl share in the honors of telegraphy for all time.

PERSONAL MENTION

Mdz V. I. & L. qiz ozix adhim hr tze nl
mh mdfa mftz. Tqi rham. I. U. Gzxza.

BORN.—To Bro. and Mrs. H. A. Stearns, of Brcton, Mass., an 8¾ pound O. R. T. boy on February 8th. All doing nicely.

BORN.—To Bro. and Mrs. C. D. Teeple, of Decatur, Ind., on the morning of February 21st, a fine eight pound girl. Bro. Teeple is day telegrapher for the Chicago & Erie Railway, at Decatur, Ind. Charley, accept our congratulations.

MARRIED.—Bro. G. H. Jackson, of East Winfield, N. Y., to Miss Mary E. Spohn, of Columbia, N. Y., on February 6. Bro. Jackson is employed on the D. L. & W. The telegraphers extend congratulations.

MARRIED.—At Palestine, Tex., Wednesday, February 14th, Bro. James A. McCallum and Miss Susie Kurtz Padon. Bro. McCallum is a member of the I. & G. N. System Division. Congratulations.

MARRIED.—At the home of the bride's parents, 803 Pierce Street, Philadelphia, Pa., on Tuesday, February 27th, Bro. H. O. Hudson, of Corona, L. I., and Miss Catherine M. McMurray. Bro. Hudson is a member of New York Division, No. 44, and has a host of friends who unite in sending congratulations.

MARRIED.—Bro. G. A. Lindberg and Miss Grace Phares were united in marriage on February 10, at the home of the bride's parents at Atlantic, Ia. The happy couple have the felicitations of the fraternity, wishing them a happy and prosperous life.

MARRIED.—Bro. H. N. Vaughan to Miss Mabel Smith, at Cleburne, Texas, on February 9. Miss Smith is the beautiful and accomplished daughter of Dr. A. L. Smith, of Cleburne, and Bro. Vaughan is the proprietor of the Hotel Cleburne. They will make their future home in California, where Bro. Vaughan will again return to the key. Congratulations.

MARRIED.—Bro. H. J. Martin, of Ontario, Ore., and Miss Alice Gugler, of Minneapolis, Minn., were united in matrimony, January 24th, at the home of the bride's parents. Bro. Martin is located at Ontario, Ore., on the O. S. L. Ry. The boys along the line, together with THE TELEGRAPHER, extend their best wishes and congratulations to the happy couple.

MARRIED.—Bro. E. F. Poe and Miss Minerva Winchester were united in marriage at the home of the bride's sister, Mrs. W. T. Brock, Bernie, Mo., Thursday evening, February 22d. Bro. Poe is an attached member of the Grand Division, and Miss Winchester is one of Bernie's hand-somest young ladies. THE TELEGRAPHER joins their many friends in wishing them a happy voyage down the stream of life.

MARRIED.—At Ft. Smith, Ark., December 24, 1899, Bro. C. W. Field, to Miss Maud Skaggs. The happy couple immediately started on an extended tour through the East, and took occasion to pay a visit to Bro. Field's mother in Pennsylvania. Bro. Field is agent for the Frisco at Bengal, I. T., and the bride was a resident of Ft. Smith. The members of Division 32, of which Bro. Field is a member, unite in extending congratulations.

MARRIED.—Bro. F. L. Flagg, of Millsdale, Ill., and Miss Gertrude E. Culver, of Plainfield, Ill., were united in marriage at the home of the bride's parents, February 14th. Bro. Flagg is a well known and popular member of Santa Fe Division, No. 23. Miss Culver was one of Plainfield's most charming and talented young ladies, and Bro. Flagg is fortunate in making such a wise selection. They started immediately upon their wedding trip, and will visit several Southern cities. After March 1st, they will be at home to their friends at Millsdale, where the brother is employed as

telegrapher for the A., T. & S. F. Ry. The Division extends congratulations and best wishes to the happy couple in their new life.

DIED.—The wife of Bro. W. P. Goodwillie, at Wallace, N. D., Thursday evening, February 22d. The remains were taken to Lincoln, Neb., for interment. The Brother and his wife were both members of the Duluth, Minn., Division No. 13. The sympathy of the telegraphic fraternity is extended the brother in his bereavement.

DIED.—Bro. Jas. S. Peters, at Prescott, Ariz., January 31, 1900, of consumption. Bro. Peters was an attached member of the Grand Division, and manager of the Pennsylvania Line's telegraph office at Cleveland, O., until December, 1899, when he went West for his health. The remains were taken from Prescott, Ariz., to Toronto, O., and there interred in the Union Cemetery. He leaves a widow and a two-year-old boy to mourn his loss. The telegraphers express their sympathy and condolences with the friends and relatives of the deceased brother.

HON. THOS. W. MILAN, City Treasurer of Hot Springs, Ark., is a candidate for Auditor of State. Mr. Milan has for many years past been a friend to the railroad boys, and now that his many railroad friends throughout the State have a chance to reciprocate, we have no doubt but what it will be returned with earnestness and vigor.

BRO. J. A. MILLER, of International & Great Northern System Division, No. 25, was foully murdered at Medina, Tex., on February 27th. From press dispatches it seems that Bro. Miller was busy developing photographs between 8 and 9 o'clock in the evening, bending over his pan of chemicals, when the assassin crept up to the window of his room with a rifle, and fired the fatal shot through the window glass. Bro. Miller was 26 years of age, and came from Wilmore, Ill., to which place the remains were shipped for burial. Condolences are extended to the relatives and friends of the deceased.

WANTED.—The January, April and May numbers of **THE RAILROAD TELEGRAPHER** for 1899.

State price.

T. A. NICHOLS,

Beowawe, Nev.

WANTED.—Present address of Geo. R. Miller. Last heard of at Flomaten, Ala., operator for the L. & N., in February, 1900.

E. E. WAYMAN,
Station F, St. Louis, Mo.

WANTED.—Present address of Mr. Frank Rain, formerly Train Dispatcher, Texas Pacific R. R., at Marshall, Tex.

MISS VIRGINIA CARLIN,
818 Washington Street, Dayton, O.

WANTED.—Address of F. McCarthy, last address West Chicago, Du Page Co., Ill. Kindly notify F. A. Hallock, Local S. & T., Div. No. 8, 358 Massachusetts Avenue, Buffalo, N. Y.

WANTED.—Address of J. Z. Sweitzer, a telegrapher, who formerly worked for the N. & W. Ry., at Roanoke, Va. Any one knowing his address, will confer a favor by addressing Box 34, Crewe, Va.

WANTED.—To exchange a hand motor Gramophone, in first-class condition, with six selected records, cost \$25.00, and a five bar Zimmerman Autoharp, for a typewriter, or best offer.

E. D. SMITH,
Box 233, Niagara Falls, N. Y.

WANTED.—Address of Bro. O. D. Johnson, recently with the Missouri Pacific in Kansas. Also, address of Bro. M. P. Whitney, last heard from at some point on the Colorado & Southern.

L. STEVENS,
L. S. & T., Div. 32, Valley Park, Mo.

WANTED.—Addresses of the following: C. L. Hunt, last heard of was working at East St. Louis, Ill. O. P. Dillon, last heard from was working for A. T. & S. F., at Oklahoma City, O. T. "Red" if you or "DO" see this, let's hear from you. Important.

C. C. PERRY,
Ashley, Ill.

WANTED.—By the sister of the late F. L. Burgess, the present addresses of the following parties: Mr. A. L. Glass, last heard of was working at Gainesville, Fla.; Mr. Prince, last heard of at Granbury, Texas, formerly of Virginia; Mr. Harold Rogers, last heard of in Texas. Address,

MRS. MAUD THEW,
37 Brainard Street, Grand Rapids, Mich.

MISCELLANY

SOUTHERN PACIFIC—ATLANTIC SYSTEM SCHEDULE.

THE General Committee of the Atlantic System of the Southern Pacific Railroad has been in session for some time past arranging for a schedule to cover that part of the Southern Pacific System. On February 23 their labors were concluded and that System is now scheduled from New Orleans, La., to Portland, Ore. Owing to the anti-trust law in Texas, it was necessary to have a separate schedule for the lines traversing that State, thus making two schedules on that part of the property known as the Atlantic System, and three schedules for the entire road.

Following is the schedule now in force on the Texas lines, space not being available to publish both of them:

Galveston, Harrisburg and San Antonio Railway Co.

Gulf, Western Texas & Pacific Railway Co.

New York, Texas & Mexican Railway Co.
Texas & New Orleans Railroad Co.

The following rules and rates of pay for telegraphers in effect February 1, 1900, will continue until further notice.

The following rules and rates of pay will govern the employes of this department. When additional telegraph positions are created, compensation will be fixed in conformity with positions of the same class in this schedule.

I.

Employes required to perform telegraph service of any character or duration, also agents or other employes personally in charge of stations where telegraphers are located, will be considered "telegraphers" within the meaning of this schedule, irrespective of title by which designated or character of service performed.

2.

Telegraphers for whom locations are found by filling all positions, the incumbents of which are considered as "telegraphers" as defined in Article 1 on each Division from telegraphers as shown on seniority list, in regular order, commencing with the senior telegrapher, will be considered as "regular telegraphers" within the meaning of this schedule.

3.

Locations of telegraphers for service will be considered as "stations" within the meaning of this schedule.

4.

"Standard time" (Central or 90th meridian) will be recognized as the time referred to in this schedule.

5.

From November 1 to March 31, inclusive of each year, eleven consecutive hours' service, commencing not earlier than 6:30 A. M., and terminating not later than 7:30 P. M., including sixty consecutive minutes for one meal, as provided in Article 18; and from April 1 to October 31, inclusive, of each year, twelve consecutive hours' service, commencing not earlier than 6:30 A. M., and terminating not later than 7:30 P. M., including sixty consecutive minutes for one meal, as provided in Article 18, will constitute a day's work for telegraphers at day telegraph stations, where one or two day telegraphers are located, and at which no night telegraphers are located, except as specified in Articles 9 to 11 inclusive.

6.

Twelve consecutive hours' service, commencing at 7 A. M., and terminating at 7 P. M., including sixty consecutive minutes for one meal, as provided in Article 18, will

constitute a day's work for day telegraphers at stations where one day and one night telegrapher are located; and twelve consecutive hours' service, commencing at 7 P. M., and terminating at 7 A. M., will constitute a day's work for night telegraphers, at stations where one day and one night telegrapher are located; and at stations where one night and no day telegraphers are located, except as specified in Articles 9 to 11 inclusive.

7.

Ten consecutive hours' service, commencing at 8 A. M., and terminating at 6 P. M., including sixty consecutive minutes for one

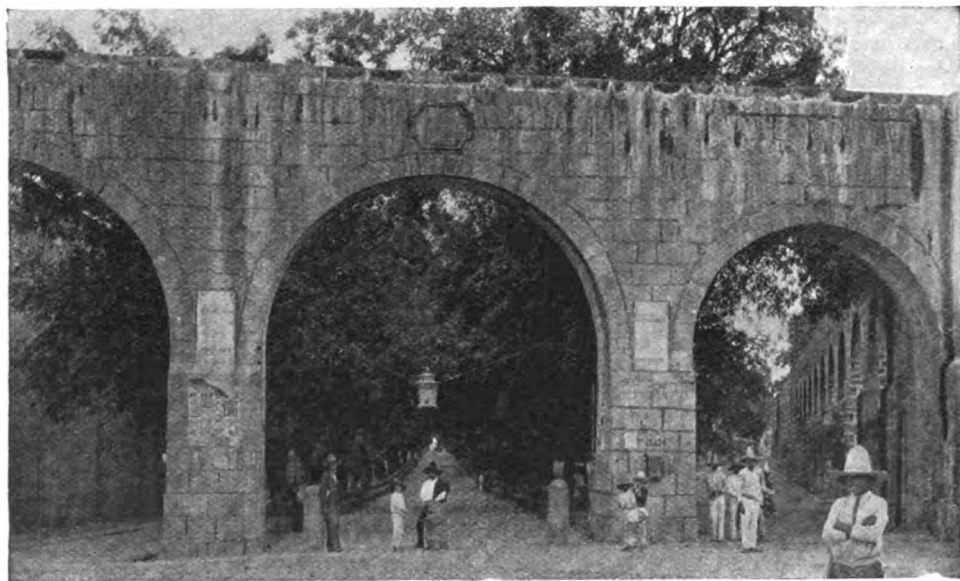
in telegraph service of greater or less duration, either exclusively or in connection with station work, but will not apply to stations where but two telegraphers are located besides the agent, the latter being constructively a telegrapher under Article 1, but performing no telegraph service.

8.

Eight hours' service will constitute a day's work for telegraphers' work, split or irregular tricks at any station.

No trick will be split more than once.

Split tricks will not be established at stations where less than three telegraphers are located.



AQUEDUCT AND PARK ENTRANCE. MORELIA THE MAGNIFICENT.

Courtesy, Mexico National Railroad.

meal, as provided in Article 18, will constitute a day's work for first trick telegraphers at stations where three or more telegraphers are located, and ten consecutive hours' service, including sixty consecutive minutes for one meal, as provided in last portion of Article 18, will constitute a day's work for all other telegraphers at stations where three or more telegraphers are located, except as specified in Articles 9 to 11 inclusive.

This Article, except as specified in Article 11, will apply only to stations where three or more telegraphers are actually engaged

9.

Ten consecutive hours' service, including sixty consecutive minutes for one meal, as provided in Article 18, will constitute a day's work for copyists; and ten consecutive hours' service, including sixty consecutive minutes for one meal, as provided in Article 18, will constitute a day's work for all other day telegraphers located in dispatching stations; and ten consecutive hours' service, including sixty consecutive minutes for one meal, as provided in last portion of Article 18, will constitute a day's

work for all other night telegraphers located in dispatching stations, except as specified in Article 10.

10.

Eight consecutive hours' service will constitute a day's work for all train dispatchers, except at Victoria, Beaumont and Lafayette, at which stations eleven consecutive hours' service will constitute a day's work for train dispatchers.

11.

Ten consecutive hours' service, including sixty consecutive minutes for one meal, between 12:30 P. M., and 3:30 P. M., will constitute a day's work for telegraphers located in El Paso "RK" station, Article 18, with meal hour limits changed as specified herein to govern.

At San Antonio "N" station and at Houston "HQ," "HN" and "SK" stations, Article 7 will govern the standard day for day telegraphers, on week days, and Article 7 will govern the standard day for night telegraphers, irrespective of number of telegraphers employed, except as specified in Articles 9 and 10.

At San Antonio "N" station, at Houston "HQ," "HN" and "SK" stations, on Sundays, three consecutive hours' service, to be performed in the interim between 9 A. M., and 2 P. M., as the company may elect, will constitute a day's work for day telegraphers.

12.

Regular telegraphers will receive one day's pay within each twenty-four hours, according to location occupied, or to which entitled, if ready for service and not assigned to a location, or if required on duty less than the minimum number of hours, as per location.

13.

Telegraphers will not be required to serve express companies for a less rate per cent extra compensation than that allowed them on January 1, 1900.

The revenue received from express companies by telegraphers will be considered as their personal compensation for extra labor and increased responsibility, and will not be taken cognizance of in computing telegraphers' salaries for railroad service.

Telegraphers required to serve express or commercial telegraph companies will have the right to complain of unsatisfactory treatment at the hands of said companies, and will receive due consideration from the railway company.

14.

Telegraphers required to run pumps will receive a minimum extra compensation of \$15 per month for steam pumps and \$6 per month for gasoline pumps.

15.

Telegraphers summoned to service outside of regular hours by call bell, messenger or otherwise, and telegraphers required to meet trains or perform any service outside of and disconnected from their regular hours, will receive one hour's pay as per location, for each call, or for one hour's service or less, but not less than 35 cents for the first hour or fraction thereof. If held on duty over sixty minutes, overtime will be allowed thereafter.

16.

Extra telegraphers, excepting regular relief agents, will receive the same salary in the relief service as do the telegraphers they relieve.

Salaries for relief agents will be \$80 per month, except when relieving agents or telegraphers whose salaries exceed that sum, in which case, relief agents will receive the same salary as do the agents or telegraphers they relieve.

17.

Telegraphers will be allowed overtime when required to remain on duty in the performance of any service required by the company longer than the number of hours constituting a day's work, according to location, or outside of the regular hours designated as the beginning and ending of the standard day's work, according to location.

The rate of pay for overtime will be based on the telegrapher's monthly salary, according to location, but will in no case be less than 25 cents per hour.

In computing overtime, fractions of an hour less than thirty minutes will be ignored, fractions of an hour comprising thirty minutes or over will be counted as one hour.

Telegraphers will be notified by the company, without delay, when claims for overtime, or for compensation on any other account, are disallowed.

18.

Day telegraphers who are not allowed sixty consecutive minutes for one meal, between 11:30 A. M., and 2:30 P. M., will receive one hour overtime for each meal hour missed or curtailed at the company's instance within the time specified herein, and telegraphers referred to in last portions of Articles 7 and 9 will receive one hour overtime for each meal hour missed, or

outs; the twenty-four-hour period to begin at the time service first commences on each date.

Telegraphers who are allowed only the minimum number of hours' rest will not be required to take two such minimum periods of rest, or any part thereof, within less time than sixteen hours apart, at stations where one telegrapher is located; nor within less time than fourteen hours apart, at stations where two telegraphers are located; nor within less time than twelve hours apart, at stations where three or more telegraphers are located.



PATZCUARO TO TZINTZUNTZAN BY WATER.

Courtesy, Mexico National Railroad.

curtailed, at the company's instance, on account of requirements of the service.

19.

Telegraphers will be allowed at least eight consecutive hours' rest within each twenty-four hours at stations where one telegrapher is located, and at least ten consecutive hours' rest within each twenty-four hours at stations where two telegraphers are located, and at least twelve consecutive hours rest within each twenty-four hours at stations where three or more telegraphers are located, except in cases of wrecks or wash-

outs. Telegraphers will give two hours' advance notice when they desire to claim the benefits of this article.

20.

The company does not desire to overwork any employe or to require of him impossible duties. Whenever a telegrapher considers himself overtaxed, any complaint to proper officer will be carefully considered, and, if well founded, relief will be granted.

21.

Telegraphers will not be required to wipe, coal, wood, turn, or start fires in loco-

tives, unload coal, bed stock cars, or patrol track, turn bridges, throw switches, other than in regular switch towers (except at Chaney Junction and Blodgett), shovel snow, clean coaches, scrub platforms, stations or outside closets.

Telegraphers will not be required to attend to switch lamps on lines east of San Antonio.

Telegraphers will be allowed \$2 per month per lamp for attending to switch lamps on lines west of San Antonio.

All telegraphers who observe switch lights extinguished, which should be burning, are required to either relight them, or notify the proper employe that they require attention.

At stations where porters are not employed, telegraphers will be allowed a reasonable amount for employment of extra labor for scrubbing floors and washing windows of station buildings, but in cases where telegraphers occupy station buildings, the allowance for scrubbing floors and washing windows will not apply to the living rooms occupied by telegraphers.

22.

Telegraphers who are occupying company's buildings, rent free, or who are receiving allowances of fuel, ice or other supplies, without expense to themselves, will not be required to pay for these privileges after the adoption of this schedule.

23.

Telegraphers transferred from one station to another, under orders, or to obtain promotion to which entitled, will receive pay for time lost in transferring, according to location after transfer; also free transportation for themselves, dependent members of their families and household goods.

24.

Telegraphers will not be required to provide, at their own expense, or pay for stationery, postage stamps or other articles required in the performance of duties assigned them, nor to expend their personal funds for the conduct of any business required by the company.

25.

Telegraphers will be given in writing, within sixty days from date of cancellation,

or refusal to issue, bonds in their behalf, all reasons given by the bond company, why they are unsatisfactory to the authorized bond company, when their bonds are cancelled or refused by said company.

26.

Telegraphers attending court, or detailed on other business for the company, will be allowed regular salary and legitimate expenses while away from home.

27.

Telegraphers will be regarded as in line of promotion, advancement depending upon faithful discharge of duty and capacity for increased responsibility; where ability is sufficient, seniority will have the preference.

Telegraphers will not be displaced by their seniors in service on the adoption of this schedule, except as provided in Article 39.

28.

The Local Chairman of the Telegraphers' Committee, will be immediately notified by the company when vacancies occur on the Division where located, and telegraphers may file claims for the same within thirty days from date of notification. At the expiration of said period, permanent appointment will be made.

29.

Seniority rights will be confined to railway divisions, and will not be interchanged between divisions, except in the manner provided for in Article 38.

30.

The claims of any telegrapher for promotion, whether he has previously filled the position of agent or not, will be considered; seniority and ability to fill the position claimed will determine the selection.

31.

The company, through the proper officials, will determine the fitness of telegraphers to fill all positions in that department, but any telegrapher feeling himself aggrieved on account of such decision, will have the right to appeal personally or through the Telegraphers' Committee to higher officials in regular order.

32.

Telegraphers will not be required to accept promotion when a vacancy occurs, and will forfeit their rights to the same by failure to file claims within thirty days, as provided in Article 28, except that when the same position becomes vacant again, their rights thereto are not debarred by this article.

33.

Telegraphers declining to accept promotion, in any instance, do not forfeit their rights to any other position they may be

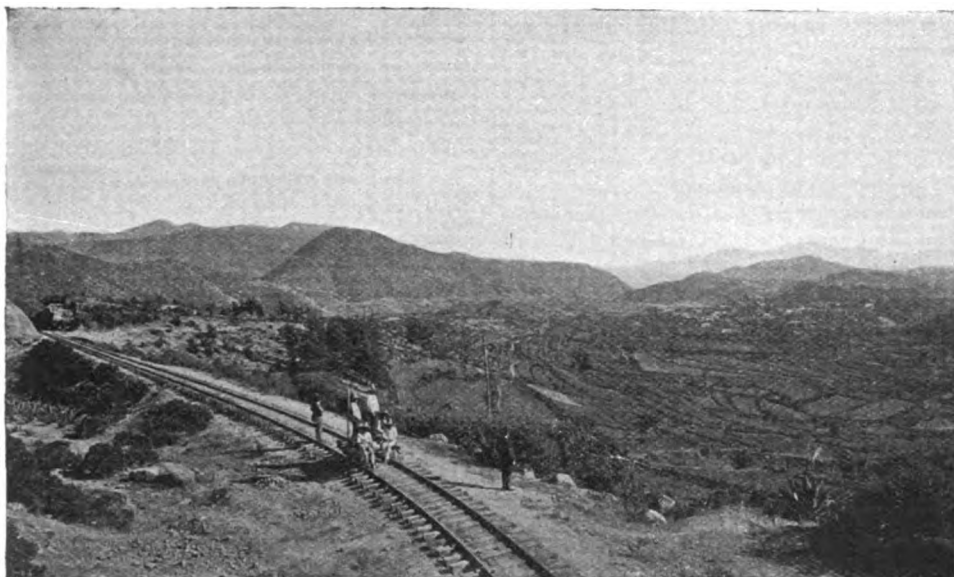
as abrogating the rights of telegraphers reinstated at any time after discharged.

36.

Seniority will date from the time telegraphers last entered actual telegraph service under pay.

37.

The Local Chairman of the Telegraphers' Committee on each railway division, will be furnished official seniority lists by the company, showing all telegraphers employed on said division.



IN THE MOUNTAINS ABOVE THE CITY OF MEXICO.
Courtesy, Mexico National Railroad.

entitled to, under seniority, when a vacancy occurs.

34.

Unhealthy locations, lack of conveniences, such as school privileges, etc., will be taken cognizance of in locating telegraphers; but only when this may be done without infringing upon the rights of their seniors in service.

35.

Telegraphers who have left the service voluntarily, or otherwise, when re-employed, will rank from the last date of employment; but nothing in this article will be construed

38.

Telegraphers transferred from one division to another will rank from date of transfer on seniority list of the division to which transferred, except where two telegraphers may agree to exchange rights, in which case they may, with the approval of the company, transfer with each other, each taking the seniority date of the other.

39.

When positions or stations are closed, the incumbents thereof will have the right to any positions covered by this schedule on the division where located, which they are

competent to fill, and the incumbents thereof are their juniors in service.

40.

When necessary to reduce the number of telegraphers on account of decrease of business, they will be laid off according to the seniority list taken in inverse order, commencing with the junior extra telegrapher, regular telegraphers moving back to the extra list in the same manner, and as provided for in Article 39.

41.

Telegraphers who are laid off on account of slack business, will have preference when necessary to employ telegraphers on any of the railways or divisions included in this schedule.

42.

Telegraphers will not be dismissed from the company's service without a fair and impartial trial, unless telegraphers waive such trial. If suspended, pending investigation, such investigation must be held within ten days from date of suspension, if practicable. Telegraphers found not guilty as charged, will be reinstated and paid for all lost time.

Telegraphers dissatisfied with results of investigations, have the right, without prejudice, to appeal to the highest officials of the company, in regular order, either in person or through the Telegraphers' Committee.

A written statement giving results of investigations, will be furnished the telegrapher affected by the company, if asked for.

43.

Telegraphers will not be required to work on Sundays or holidays, except when absolutely necessary to protect the company's interest.

This article will be liberally interpreted by the company.

44.

Telegraphers will not be required to teach telegraphy, not to admit students of telegraphy to their stations, nor will telegraphers teach telegraphy without permission from the company.

45.

Telegraphers leaving the service will receive clearance cards, stating term of service, capacity in which employed, and whether leaving the service voluntarily or

otherwise; if discharged, cause of dismissal will be shown.

46.

Telegraphers securing employment with the company, will, within thirty days from date of employment have returned to them all service cards, letters of recommendation, and other papers, which have been furnished by them for investigation, and said telegraphers will make and forward copies with the originals, said copies to be retained by the company.

47.

Telegraphers will not be discriminated against for serving on Boards of Adjustment for Telegraphers, and will be granted leave of absence and relieved without delay, and furnished transportation for such purpose.

48.

At stations where telegraphers are located, in addition to the agent, and are required to perform other than telegraph duties, such other duties will be reasonable and just, and will be clearly defined in writing by the agent; but such other service will not interfere with the telegrapher's duties to the telegraph department.

49.

Telegraph positions which have not involved the performance of clerical or station work hitherto, will not include clerical or station work hereafter, unless a radical change in commercial conditions takes place at the station affected, making reduction in operating expenses absolutely necessary.

This article will not apply to telegraph positions that may be created after the adoption of this schedule.

50.

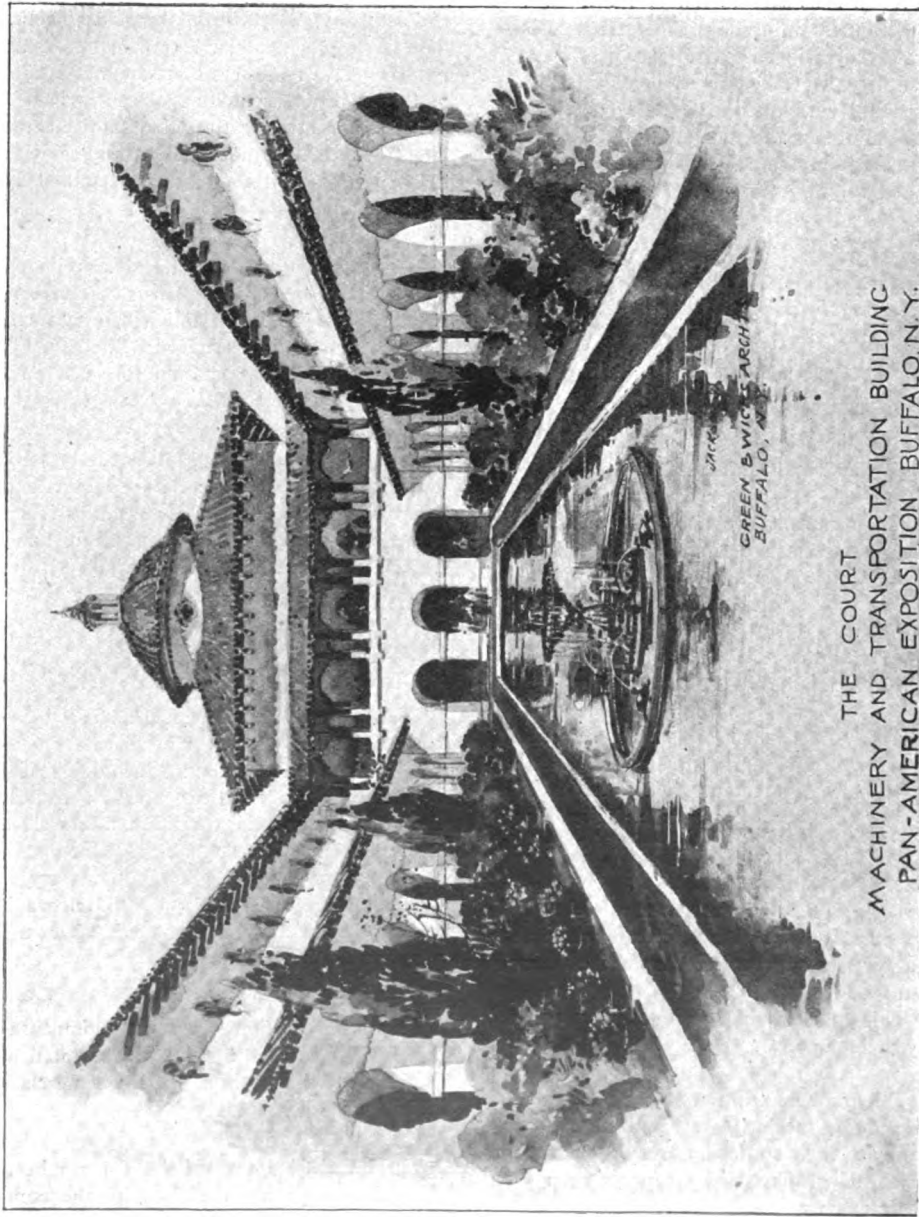
Telegraph positions for which compensation is not provided herein, will be rated in conformity with positions of the same class in this schedule.

51.

The Local Chairman of the Telegraphers' Committee will be furnished by the company copies of this schedule and all future amendments and supplements thereto.

52.

Orders and instructions to telegraphers will be given in proper language, devoid of



THE COURT
MACHINERY AND TRANSPORTATION BUILDING
PAN-AMERICAN EXPOSITION BUFFALO, N. Y.
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abuse and free from unnecessary severity. Telegraphers dissatisfied with the manner in which they are addressed, may report the case to the company, which will investigate and act as the circumstances may require.

53.

Local Chairmen of Telegraphers' Committees will be required to furnish proper credentials from said committees before being recognized in that capacity by the company.

(Signed) W. G. VAN VLECK,
Manager.

Guaranteed minimum salaries per month for telegraphers, exclusive of ticket, express or other commissions, or deductions of any character other than hospital dues and bond premium.

EL PASO DIVISION.

El Paso, first trick dispatcher, \$130.00; second trick dispatcher, \$130.00; third trick dispatcher, \$130.00; manager, \$95.00; telegrapher, \$85.00; telegrapher, \$85.00; telegrapher, \$85.00.

Ysleta, agent, \$75.00.

San Elizario, agent, \$75.00.

Fabens, day telegrapher, \$70.00; night telegrapher, \$70.00.

Rio Grande, day telegrapher, \$70.00.

Ft. Hancock, agent, \$80.00; night telegrapher, \$70.00.

Finlay, day telegrapher, \$70.00; night telegrapher, \$70.00.

Malone, day telegrapher, \$70.00.

Sierra Blanca, agent, \$85.00; night telegrapher, \$70.00.

Knox, day telegrapher, \$70.00; night telegrapher, \$70.00.

Lobo, day telegrapher, \$70.00.

Valentine, first trick dispatcher, \$130.00; second trick dispatcher, \$130.00; third trick dispatcher, \$130.00; agent, \$90.00; day telegrapher, \$75.00; night telegrapher, \$75.00.

Marfa, agent, \$85.00; day telegrapher, \$70.00; night telegrapher, \$70.00.

Alpine, agent, \$87.50; night telegrapher, \$70.00.

Marathon, agent, \$82.50; night telegrapher, \$70.00.

Haymond, agent, \$80.00.

Taber, day telegrapher, \$70.00; night telegrapher, \$70.00.

Longfellow, day telegrapher, \$70.00; night telegrapher, \$70.00.

Sanderson, agent, \$90.00; day telegrapher, \$80.00; night telegrapher, \$80.00.

Dryden, agent, \$70.00; night telegrapher, \$70.00.

Watkins, agent, \$70.00; night telegrapher, \$70.00.

Samuels, day telegrapher, \$70.00; night telegrapher, \$70.00.

Langtry, agent, \$70.00; night telegrapher, \$70.00.

Shumla, day telegrapher, \$70.00.

Comstock, agent, \$75.00; night telegrapher, \$70.00.

Devil's River, day telegrapher, \$70.00.

HOUSTON DIVISION.

Del Rio, agent, \$110.00; day telegrapher, \$75.00; night telegrapher, \$75.00.

Standart, agent, \$70.00.

Spofford, agent, \$85.00; day telegrapher, \$65.00; night telegrapher, \$70.00.

Eagle Pass, agent, \$150.00; day telegrapher, \$75.00.

Cline, agent, \$75.00.

Uvalde, agent, \$85.00; day telegrapher, \$70.00.

Sabinal, agent, \$70.00; day telegrapher, \$65.00; night telegrapher \$65.00.

D'Hanis, agent, \$70.00; night telegrapher, \$60.00.

Hondo, agent, \$75.00; day telegrapher, \$65.00.

Dunlay, agent, \$70.00.

La Coste, agent, \$75.00.

San Antonio, first trick dispatcher, west, \$120.00; second trick dispatcher, west, \$120.00; third trick dispatcher, west, \$120.00; first trick dispatcher, east, \$120.00; second trick dispatcher, east, \$120.00; third trick dispatcher, east, \$120.00; copyist, \$85.00; copyist, \$85.00; manager, \$95.00; telegrapher, \$85.00.

Converse, agent, \$60.00.

Schertz, agent, \$65.00.

Marion, agent, \$70.00; day telegrapher, \$65.00.

Seguin, agent, \$90.00; day telegrapher, \$65.00; night telegrapher, \$60.00.

Kingsbury, agent, \$70.00; day telegrapher, \$65.00.

Luling, agent, \$100.00; day telegrapher, \$65.00; night telegrapher, \$60.00.

Harwood, agent, \$85.00; day telegrapher, \$70.00.

Gonzales, agent, \$100.00; day telegrapher, \$70.00.

Waelder, agent, \$80.00; day telegrapher, \$65.00; night telegrapher, \$60.00.

Flatonia, agent, \$100.00; day telegrapher, \$65.00; night telegrapher, \$60.00.

Engle, agent, \$85.00.

Schulenberg, agent, \$100.00; day telegrapher, \$65.00; night telegrapher, \$60.00.

Weimar, agent, \$90.00; day telegrapher, \$65.00.

Glidden, agent, \$90.00; day telegrapher, \$75.00; night telegrapher, \$75.00.

Smith Junction, day telegrapher, \$65.00.



AN OLD FASHIONED TYPE OF MOUNTAIN CLIMBER.

Ellinger, agent, \$65.00.

La Grange, agent, \$85.00; day telegrapher, \$60.00.

Eagle Lake, agent, \$85.00; day telegrapher, \$65.00; night telegrapher, \$65.00.

East Barnard, agent, \$70.00.

Rosenberg, agent, \$125.00; manager, \$75.00; day telegrapher, \$70.00; night telegrapher, \$70.00.

Richmond, agent, \$80.00; day telegrapher, \$65.00.

Sartartia, agent, \$65.00.

Sugarland, agent, \$80.00.

Missouri City, agent, \$65.00; night telegrapher, \$60.00.

Stella, agent, \$65.00.

Blodgett, day telegrapher, \$65.00.

Chaney Junction, night telegrapher, \$65.00.

VICTORIA DIVISION.

Kendelton, agent, \$55.00.

Hungerford, agent, \$65.00.

Wharton, agent, \$85.00; telegrapher, \$65.00.

Pierce, agent, \$55.00.

El Campo, agent, \$70.00.

Louise, agent, \$55.00.

Ganado, agent, \$60.00.

Edna, agent, \$80.00.

Victoria, agent, \$105.00; telegrapher and cashier, \$75.00; assistant dispatcher, \$90.00; telegrapher, \$70.00.

Thomaston, agent, \$55.00.

Cuero, agent, \$95.00; telegrapher, \$60.00.

Pt. Lavaca, agent, \$50.00.

Fannin, agent, \$55.00.

Goliad, agent, \$80.00.

Berclair, agent, \$50.00.

Beeville, agent, \$90.00.

LOUISIANA DIVISION.

Houston, first trick dispatcher, \$120.00; second trick dispatcher, \$120.00; third trick dispatcher, \$120.00; day telegrapher, "HD," \$85.00; night telegrapher, "HD," \$75.00; manager, "HQ," \$90.00; manager, "HN," \$95.00; day telegrapher, "HN," \$85.00; night telegrapher, "HN," \$75.00; day telegrapher and "S.," "SK," \$75.00.

Sheldon, night telegrapher, \$55.00.

Crosby, agent, \$65.00.

Dayton, agent, \$65.00; night telegrapher, \$55.00.

Liberty, agent, \$80.00; day telegrapher, \$55.00; night telegrapher, \$55.00.

Raywood, agent, \$65.00.

Devers, agent, \$70.00.

Sour Lake, agent, \$65.00; night telegrapher, \$55.00.

Beaumont, agent, \$125.00; day telegrapher, \$75.00; night telegrapher, \$75.00.

Terry, agent, \$60.00.

Orange, agent, \$100.00; day telegrapher, \$80.00; night telegrapher, \$70.00.

SABINE DIVISION.

Sabine, agent, \$97.50.

Sabine Pass, ticket agent, \$50.00.

Beaumont, dispatcher, \$100.00.

Kountze, agent, \$65.00.

Village, agent, \$65.00.

Warren, ticket agent, \$50.00.

Woodville, agent, \$70.00.

Colmesneil, agent, \$75.00.

Rockland, agent, \$65.00.

BRITISH RAILWAY CASUALTIES.

ACCORDING to the summary issued by the Board of Trade of the accidents and casualties reported as having occurred on the railways of the United Kingdom during the nine months ended September 30, 1899, the total number of persons killed and injured in the course of public traffic amounted to 863 killed and 4,794 injured, as against respective totals of 867 killed and 4,510 injured during the corresponding period of the year 1898.

Accidents to trains, rolling stock, permanent-way, etc., caused the deaths of three

between a train and vehicles standing foul of the line, and twenty passengers and two employes were injured in collisions between trains and buffer stops or vehicles at rest, caused by trains running into stations at too high a speed. One passenger and one employe were injured by trains coming in contact with projections from other trains on parallel lines; and three employes were killed, and thirty passengers and four employes injured by passenger trains leaving the rails.

There were reported during the period thirty-four collisions between passenger trains, forty-one collisions between pas-



SCENE ON THE OHIO AND ERIE CANAL.
(Courtesy, Norfolk & Western Railway.)

passengers and twelve railway employes, and injuries to 308 passengers and 101 employes. Three passengers were killed and eighty-five passengers and six employes were injured in collisions between passenger trains; and 123 passengers and twelve employes were injured in collisions between passenger trains and goods or mineral trains, light engines, or other moving vehicles. One employe was killed and seventeen passengers were injured in a collision

senger and goods trains, thirty-seven collisions between goods trains, and twenty collisions between trains and buffer stops, of which eight were caused by trains running into stations or sidings at too great a speed, and twelve were due to other causes. Forty-four cases are returned of passenger trains, and ten cases of goods trains leaving the rails, and 196 cases of trains running through gates at level crossings, and eight cases of fire in trains or vehicles.

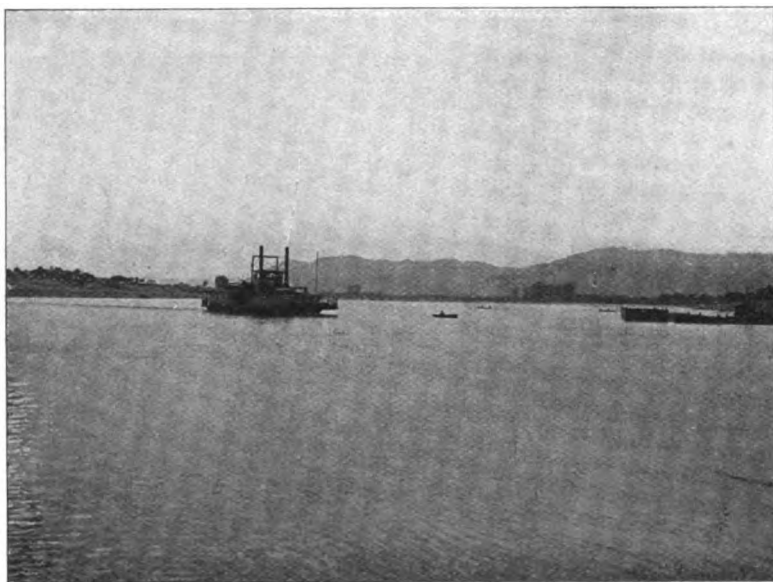
From causes other than accidents to trains 497 persons were killed, and 1,254 injured, of whom 102 and 1,018 respectively were passengers. Of these nineteen were killed, and seventy-seven injured by falling between carriages and platforms, and twelve were killed and 366 injured by falling on to platforms through attempting to enter or alight from trains in motion. Twenty-five persons were killed while passing over the line at stations, and thirty-eight whilst going over railways at level crossings.

As regards railway employes, 350 were

In every big movement little checks and discouragements are always coming up.

Any union man who will look over the history of union labor can easily find cause for encouragement; evidence showing how absolutely futile is the effort to check a movement that is ultimately destined to give men what they earn and the right to decide on their own value.

To-day, for instance, of all countries in the world, Belgium, the most densely populated, is undoubtedly most distinctly a country ruled by workmen. Labor union effort,



OHIO RIVER AT PORTSMOUTH.
(Courtesy, Norfolk & Western Railway.)

killed, and 3,131 injured in the performance of their duties.—*London, Eng., Railway Review.*

NO NEED TO BE DISCOURAGED.

WE are informed that union men are much discouraged by a recent Supreme Court injunction forbidding them to carry on strikes by employing "pickets" and by other means hitherto lawful.

But there is no reason for any loss of heart.

socialistic in character, controls the government. Only recently the labor forces of Brussels won an absolute victory in a pitched battle against the allied privileged classes.

But go back to the days in Brussels before the union idea was born.

You find in those old days all merchants authorized by law, whenever displeased, to box the ears of any workman, the said workman being neatly described in legal phraseology as "the man without heart or honor who lives by his toil." The same view of the workman was taken at the

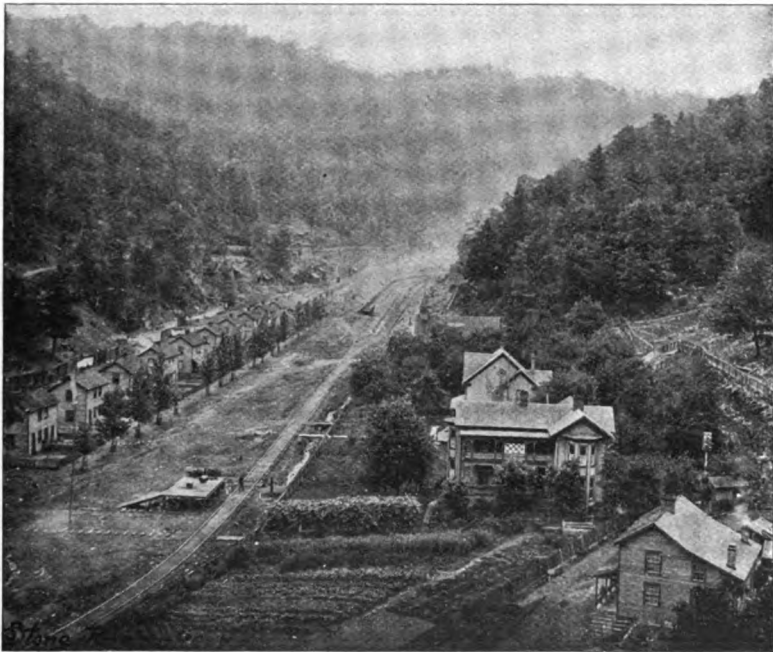
time throughout Germany. In Cologne, for instance, workmen were considerably worse off than were our negroes before the days of Lincoln.

But the man "without heart and without honor" who lived by his toil, had quite a surprise in store for the superior beings. He brought upon the cities of Germany a century of bloodshed, and he fought his way steadily along through the years and the centuries, until he gradually developed in the minds of the superior classes the idea that he must be reckoned with, even if he

and should not be allowed to wander away from his spot of ground or his shop, except by permission.

Then the "Black Death" came along. It found a nice, easy crop of ill-fed, ill-washed, ill-treated human beings. About four million people lived in England when the plague struck her shores in 1348. One-half of the entire population was destroyed.

Here was a very sad state of affairs, indeed, for the employer. Labor got very scarce, indeed, especially cheap labor, since cheap laborers yielded most easily to the



A VIRGINIA MINING VILLAGE, POCAHONTAS FIELD.

(Courtesy, Norfolk & Western Railway.)

did not come to, their ideas of "heart and honor."

Every workman now takes freedom for granted; but five hundred years ago in England it was considered monstrous that men should be permitted to go about the country, taking work wherever they chose. It was tearfully urged by landed proprietors and other employers that the workman was necessary to the land or the shop, like the ox, the jackass, or the work bench,

plague. The better classes at once took steps to put the workman in his place. No more walking about, working for whom he chose.

The "Statute of Laborers" already contained the following interesting provisions thanks to the hysterical appeals of employers:

"Every man or woman, free or bound, able in body and within the age of three score years, and not having of his own

whereof he may live, nor land of his own about the tillage of which he may occupy himself, and not serving any other, shall be bound to serve the employer who shall require him to do so, and shall take only the wages which are accustomed to be taken in the neighborhood where he is bound to serve."

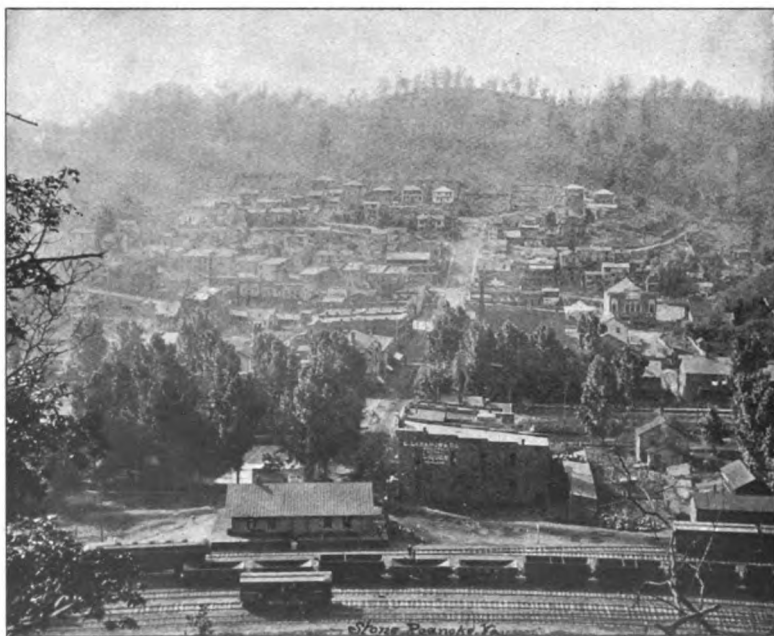
Thus any employer could go out and grab any workman, as the farmer's boy rounds up a stray cow.

But even this beautiful law was found inadequate for the purposes of the "better

ing for better wages was branded on the forehead with a red-hot iron as a gentle reminder to keep his place.

Now, branding on the forehead with a red-hot iron is a good deal more galling than a Federal court injunction. But it proved to be about as ineffectual as is such an injunction in a really great movement.

The men kept up their fight for independence in spite of red-hot irons. They got up strikes and combinations in the cities. They found an "anarchistic" labor leader in John Ball, "the mad priest of



POCAHONTAS, VA., BIRD'S EYE VIEW.
(Courtesy, Norfolk & Western Railway.)

classes" after the population had been cut in two.

In 1352 Parliament fixed a rate at which laborers must work, whether they wanted to or not, and the laborer was forbidden to quit his parish in search of better wages.

The price of food had gone up, so that the legal wages did not purchase enough for a man's support. That made no difference to the "better classes," who finally passed laws in virtue of which a man look-

Kent," and they soon swept out of existence the red-hot irons and other notions of the "better class." The records of the manor courts were thrown into the flames. The men of Kent, we regret to say, as an incident of their uprising, put to death every lawyer they could lay their hands on.

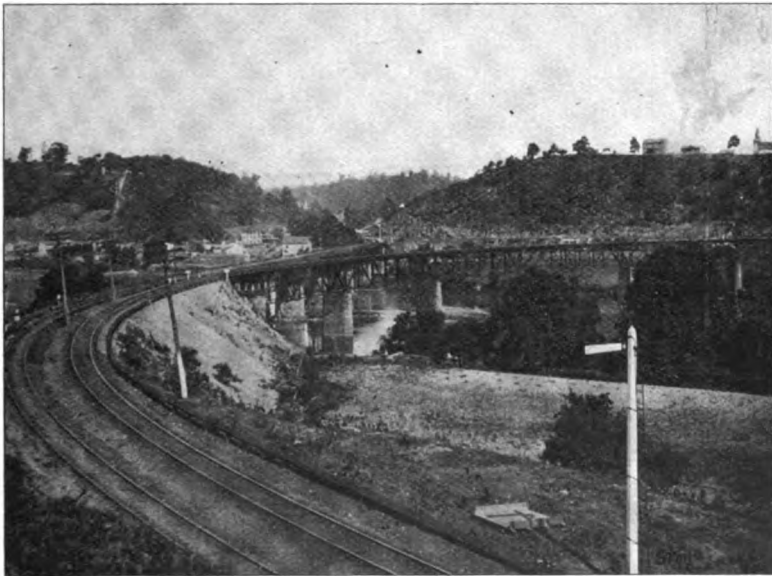
This was a very sad thing, but since that day no lawyer has been found to revive the red-hot iron idea. Of course, after every big uprising the workmen apparently got

the worst of it. A great many of them were hanged and cut to pieces, but that did not matter much, as they had to die some time anyhow, and invariably the next generation was better off.

The days of violence have now gone by, and we hope forever. Not even injunctions which discourage peaceful arguments can revive the energetic notions of the men of Kent. The modern workman, with his ballot, can make the laws and unmake the judges. Let him devote his time to that work, instead of worrying about trifling little decisions, which are about as important as the buzzing of a fly in the pantry of an ocean steamship.—*New York Journal*.

Reports to the War Office state that the telegraphers are rendering splendid service. It is said that the use of the Wheatstone automatic system on the field of battle is the first in the history of warfare. Moreover, it was worked duplex, which, at the outset, was prophesied to be impossible under the rough circumstances of campaigning.

At the Modder River battle the telegraphers were under fire for a whole day. Then they worked right through the night on official and press messages. Later, despite the rules limiting the number of correspondents and the length of a message each man could send, the operators sent 100,000 words.



CURVED BRIDGE, RADFORD, VA.

(Courtesy, Norfolk & Western Railway.)

TELEGRAPHERS UNDER FIRE.

PRESS dispatches, under date of January 20th, from London, say that the British Government's post telegraph departments have already contributed to the army in South Africa nearly 500 men, of whom more than 200 were skilled telegraph operators, who could be ill-spared from the already undermanned service.

The total after the Magersfontein battle was much greater, but the operators got it through without a hitch at the highest speed of about 200 words per minute. Delays invariably occurred after the dispatches reached the coast.

A majority of the telegraphers are volunteers—members of the Twenty-fourth Middlesex "Postoffice Rifles." When it was known that the Twenty-fourth would be wanted to supply a considerable num-

ber of telegraphers as signal corps men, the *Telegraph Chronicle*, the organ of the operators, made a stirring appeal to the men, and described in glowing terms the gallantry of American telegraphers in Cuba, Porto Rico and the Philippines, and told how, at the conclusion of the Spanish-American war, an army order was issued, thanking them for their work.

"It is our men's ambition," said the superintendent of telegraphs to-day, "to do as good work as the American telegraphers for their country. The *Telegraph Chronicle* gave us our idea, and we will try to work up to it."

and knowledge and self-respect. The religion of the future will address itself more and more to this humanizing work—to relieve poverty, to educate the ignorant, to make sober the drunkard. The sons of toil also, the myriads of horny-handed diggers and delvers, will demand a share of attention. The damnable greed of capitalism must be checked, and the sweater must be banished from the land. The few will not be allowed to gather in the shekels produced by the toiling millions. The drones will be driven out of the hive and put to death. A great social upheaval is close at hand, the rumble of its approach is already



HARPER'S FERRY GAP.

(Courtesy, Norfolk & Western Railway.)

THOUGHTS FOR THINKERS.

THE religion of the future will have man as its chief and most vital factor. We set a great price on man. Even when he wallows in the filthy mud of the gutter, or slinks away, a gin-sodden beast, into the squalid alleys and horrible holes of our large towns, we believe there is in him the potency of greatness and true nobility of character. We would take him by the hand, and lead him into the sweet and pleasant paths of virtue

audible. Religion must side with the toiler against the idler, with the weak against the oppression of the unjust, with the many against the tyranny of the few. It will be a powerful social agency, and will affect, as it never did before, the everyday life and the circumstances of the great mass of the people. It will no longer be a thing of church and chapel, or Sundays, of the next world, but a thing of every day and everywhere in this, our present life.—*The Welsh Pulpit*.

CLEVERLY TRICKED.

"DICK," said Bill Stubbins to his partner, "hev you seen this little parrigraph in the pers'nal column?"

"No; what is it about?"

"Listen! 'Mr. Leslie Thompson, the postmaster of M——, received his \$5,000 per annum.'"

"Well, what has that got to do with us?"

"Why, can't you see? Five thousand dollars per hannum is—is—now, what the dickens is it per month?"

"Four hundred and sixteen dollars and sixty-six cents, to a cent."

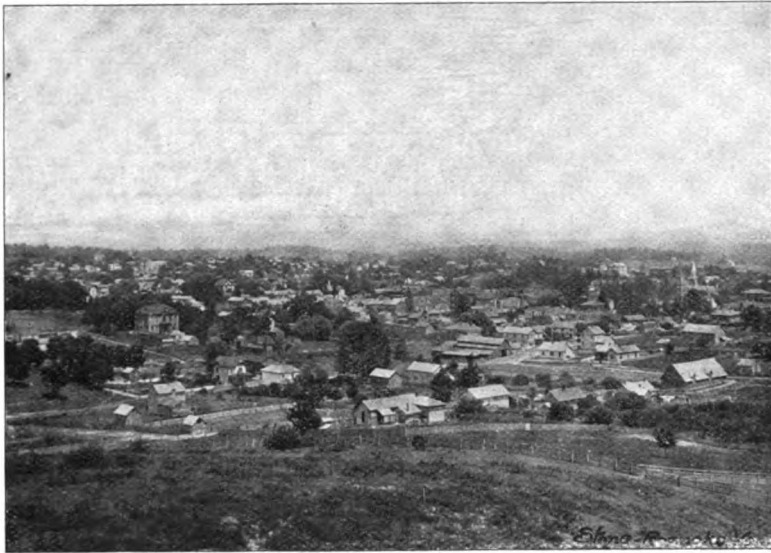
he comes off duty, early in the mornin' of January 1st, he will have a month's salary in his possession."

"Are that information reliable?"

"It are."

"Then"—dramatically—"leave the rest o' the derangements to your 'umble servant, Bill Stubbins."

At 6 a. m., on the first day of the new year, Leslie Thompson left the postoffice and hurried home. He remembered opening his garden gate, then closing it again, and then he had a dim recollection of a blow, a gag, and a pleasant, sleepy sensation creeping over him. Nothing further



BIRD'S EYE VIEW, WYTHEVILLE, VA.

(Courtesy, Norfolk & Western Railway.)

"Lor'! what an 'ead you hev for figures, to be sure. Well, I was just ruminating as 'ow it would be worth our while to meet Mr. Leslie Thompson next pay day. Four hundred an' sixteen dollars in 'ard cash is as good as \$2,500 worth of joolery to us—what wi' swindlin' fences an' the like—an' 'twixt ourselves, I'm gettin' a bit above common burglin'."

"Bill," said Dick, three weeks later, "I have learned that the postmaster takes night duty on New Year's eve, on account of extra work with New Year's cards. When

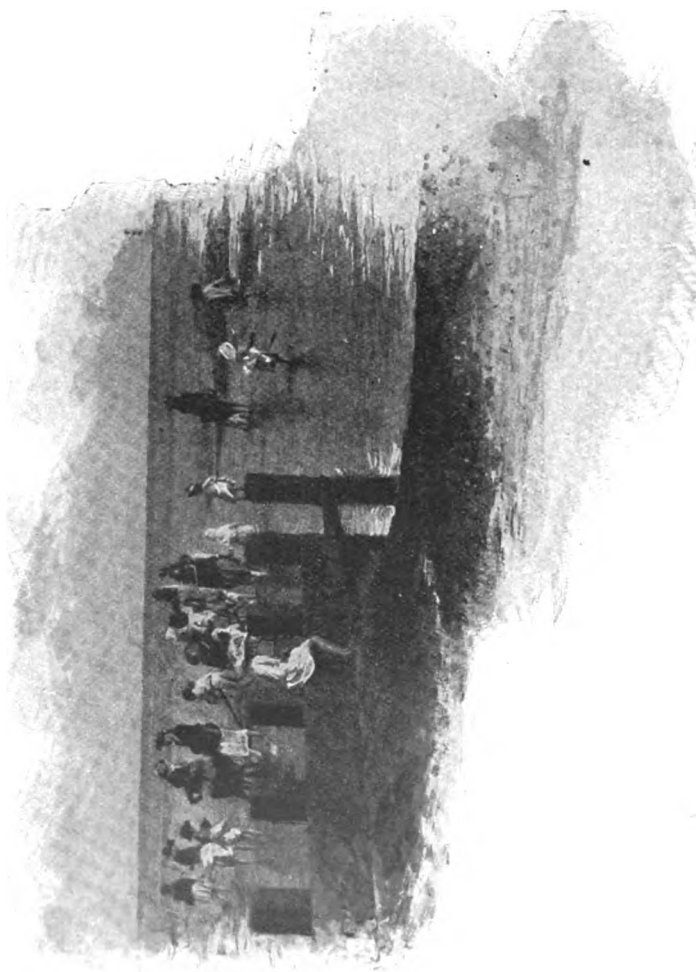
could he definitely remember until 9 o'clock, when he awoke from sleep with an aching head and found himself in a dirty room, with two ruffians standing over him.

"Where's the brass that you drewed this mornin'," asked Bill Stubbins, with a look of disgust on his face.

"What brass?" asked the postmaster, in surprise.

"Don't try ter kid us. You drewed yer salary a few hours since. Where is it?"

"Ah, I understand you now," said the postmaster, with a smile. "You have made



BATHING SCENE, VIRGINIA BEACH, VA.
(Courtesy, Norfolk & Southern Railway.)

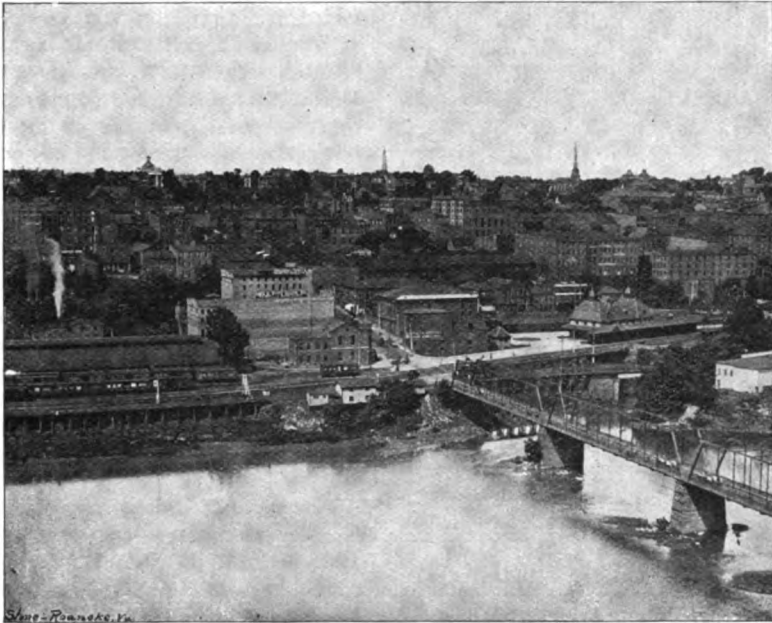
a mistake, though. I have not yet received my salary, as you are perfectly well aware, for I see you have rifled my pockets."

"Yes," said Bill, "but we've not done with you—not by any means. We've discovered a check book in yer pockets. You must make out a check for \$1,000, payable ter me, or yer a dead corpse. Nobody knows as 'ow yer 'ere, an' we're desp'rate men, we are. If you signature the check, all fair and square; you'll be set free, and we'll take our departures from this 'ere place to a foreign clime and lead a honest life; otherwise—"

"Nothing at all. I always make a point of underlining names, for the sake of convenience afterward. You will find it all right."

As a matter of fact, the suspicious marks were telegraphic dots and dashes, and, according to the telegraphic code, the first series stood for the word "arrest," and the second for the word "help."

The bank manager was an old friend of Mr. Thompson's, and, further, he had once been a telegraph clerk himself. Unsuspecting, Bill Stubbins, thoroughly disguised in a frock coat, a silk hat, and a clean-shaven,



BIRD'S EYE VIEW, LYNCHBURG, VA.
(Courtesy, Norfolk & Western Railway.)

The postmaster thought for a moment, and then, pretending to look upon a matter of \$1,000 as a mere bagatelle, he asked for pen and ink, and carelessly made out a check for \$1,000, payable to

WILLIAM STUBBINS.

Then he added his usual signature:

LESLIE THOMPSON.

"What's them there dots and dashes about?" asked Bill Stubbins, suspiciously.

well-scrubbed face, presented the check shortly after bank opened. The manager was astounded when he read: "Arrest William Stubbins; help Leslie Thompson."

Bill was at once seized, and the police were sent for. The rogue stubbornly refused to say a word respecting the whereabouts of Mr. Thompson and Dick; but the police knew Bill Stubbins well. A couple of detectives were sent to his usual address, and there they found Dick standing guard over the missing postmaster. When they

heard how they had been tricked they were utterly dumfounded for a time.

"Bill," said Dick, at length, "we were in—in—insane!"

"No," said Bill; "we were in—in—in—discreet!"

But in a short time they found they were in—in—in jail.—*Weekly Telegraph.*

TOO MUCH CURVE.

"**T**RUTH is mighty and must prevail." This much-used expression is exemplified time and again among railroad men and what calling is there where truth is more a dominating feature than in our railroad life? But a fact, undeniable, that some men have the audacity, when questioned by the dispatcher, "Where have you been, or what detained No. —," to say: "I was down stairs fixin' the fire," or "it wasn't run into me," and another favorite excuse, "I was right here." Why not come out flat-footed and acknowledge that you "dropped off," or that you had taken an overdose of quinine and you could not resist the temptation to "measure the embalming board" (as our Celestial friend Chop Suey has named the telegraph desk.) We know how it is. On one occasion we awoke and stood in silent admiration gazing at the dazzling headlight on No. 2, believing it was the moon and then only discovering our mistake when they asked why No. 2 was delayed five minutes, that being the report sent in from New Haven, Conn. Again, "truth was mighty, etc., etc." An acquaintance, "Blue Janes," then night operator at "Am." on the old W. S., held No. 19 one night and when "Jim," at "Bd.," asked the reason, was advised that a "sharp curve" existed east of the station and he could not see the first cars till they got "right on me." Next day the division superintendent directed the roadmaster to "straighten out that curve at 'Am.," as he did not consider that operator was strong enough to warrant too many trains getting "right on him." Of course that was very kind of the superintendent, but consider the vast expense and loss of sleep experienced by those in authority that the operator may get "his."—*Railroad Employee.*

NATIONAL TELEGRAPH.

IT is not generally known that the United States government may legally take over the telegraph lines at any time it wishes to do so, says the *Telegraph Age*. All that is necessary is to appoint appraisers to appraise the value of the property. In the postal laws (pages 56, 57 and 58, postal laws and regulations, section 93) the following appears: "Before any telegraph company shall exercise any of the powers of privileges conferred by law, such company shall file their written acceptance with the Postmaster-General, of the restrictions and obligations required by law." This is contained in the revised statutes, section 5,268. In section 96 of the postal laws (revised statutes, section 5,267, this appears: "The United States may, for postal, military or other purposes, purchase all the telegraph lines, property and effects of any or all companies acting under the provisions of the act of July 24, 1866, entitled: 'An act to aid in the construction of telegraph lines, and to secure to the government the use of the same for postal, military and other purposes,' or under this title at an appraised value, to be ascertained by five competent disinterested persons, two of whom shall be selected by the Postmaster-General of the United States, two by the company interested, and one by the four so previously selected."

The Western Union Telegraph Company filed acceptance pursuant to section 93, on June 8, 1867; the Postal Telegraph Company August 31, 1882, and ninety-eight other companies, which include every company ever organized in the United States, have also signed the agreement. In fact, the agreement covers every mile of privately-owned telegraph line in the United States. So it is seen that at any time the government is desirous of running its own telegraph wires it has the privilege of purchasing at a presumably fair price. Possibly the time is not yet ripe for the Federal power to take hold of the telegraph, but such time is bound to come in the course of events. We print the extracts from the laws merely to show that the possibility of government ownership of telegraphs is nothing new, but was seriously considered over thirty-three years ago.

Woman's World

FROM WEST VIRGINIA.

I HOPE, my brothers and sisters, that you will not become tired of seeing my name on this page—but it seems as if something inside of my soul bids me put forth all of my influence in the cause of the O. R. T. It seems as if we have been groping in the darkness of a dungeon, when suddenly we see a ray of light and a helping hand—only one, the O. R. T.—appears to save us. Some of us know that it is our only salvation and seize it, but others draw back. Do they realize that this is the only way to the sunlight, or do they prefer to grovel in darkness?

O, brothers, arouse! Dwell in darkness no longer, but in the blessed sunshine. Join the O. R. T., put on your battle array and cause others to join. Shed the rays of your influence abroad. God never intended you to be a slave for any corporation or any man. When a railroad official comes around and orders you about as if you were an inferior being, what then? Your manhood revolts at the idea, but how do you act? Does the thought of your wife and babies at home make you quietly submit for fear of losing your position, or do you feel that you belong to an organization as strong as any railroad corporation, and so reply to that official as one man replies to another?

Surely the operators know that the O. R. T. is the only avenue through which they can gain and maintain their independence. When you stop and consider, brothers, don't you see what an injury you are doing you and yours by staying out? If all the operators would realize what a blessing the

O. R. T. is and would join, what would be the result? You would be as independent as the railroad corporation.

When war was declared against Spain in 1898, you went forth ready to sacrifice even your life for the sake of righting the wrongs of a down-trodden country not your own. Don't you think it more incumbent upon you now to battle for your own self respect, and for your sweethearts and wives and homes? This is a cause much nearer to your own heart than the woes of "bleeding Cuba." It is a solemn duty you owe to yourself and to posterity. Just imagine a poor down-trodden agent and operator wearing away his life in the ceaseless treadmill of railroad work. He never has time for recreation. He wears out at last, and death is a rest. Maybe his son has to follow in his footsteps—maybe his grandson. Just imagine a human being evolved from several generations of over-worked agents and operators. "The Man with the Hoe" would be a genius in comparison! He has had, at least, the benefit of the air and sunshine, while the railroad man has not. O, brothers, let me repeat it, join the O. R. T. for the sake of your own manhood. I am the wife of an operator—a woman only—but I intend to exercise all the influence that I possess, be it ever so little, for this grand cause. Right here in the dawn of the new century, I would that we could all clasp hands without one exception and follow the O. R. T. banner henceforth. It will prove our "pillar of cloud by day and our pillar of fire by night" and lead us into the "promised land."

VAUGHAN.

MUTUAL HELPERS.

BROTHER declares, in the December number of the Telegrapher, that the brothers need all the help that we sisters can give them.

There would be no use in living were our only purpose that of seeking our own pleasure, regardless of the needs and happiness of our fellow creatures. We realize this when away from home influences. Among strangers, there is generally less to cheer, less to strengthen noble purposes, or to inspire one to right living, and thus reach the higher walk of life. By that, we do not necessarily mean the height of fame and fortune. It may mean neither.

The wisest of human beings advised, "In all thy getting get wisdom." He also said, "The fear of God is the beginning of wisdom"; and one other of infinitely greater authority than he admonishes you to, "Seek first the kingdom of God and his righteousness." Allow me to make a sisterly suggestion, that there is a brighter, surer guiding star than home can ever be—our Elder Brother—without whose spirit home itself lacks its sweetest attraction.

While all the thoughts we have just considered are true and of highest importance, there is yet another thought that confronts us. God has created us with social natures. It is quite as natural for our souls to crave human sympathy as it is for our bodies to crave material food. And right here we wish to say that whether we sisters always realize it or not, there is no doubt that we need just such help as strong, true, pure-minded brothers can give.

All honor to the man who renders to woman the assistance she needs, be she handsome or homely, rich or poor, young or old. Only God's all-seeing eye can

measure the good you can do and we cannot fail to appreciate it, brothers, though your help may come in so simple a form as the little acts of courtesy which indicate a wholesome respect for the gentler sex, or by silencing, perhaps unknown to us, some idle remark which might tend to our dishonor; or it may be in assistance given us because of our lack of physical strength or by protection offered. But still more than all these by everyday, honest, worthy living which shall inspire within us such confidence in you that we can say of you as was said of a certain noble patriot, "He who has been the defender of our mothers, shall be the protector of our daughters."

May God hasten the day when the manhood and the womanhood of the world shall, as has been said before, in the highest and truest sense, bear one another's burdens.

SISTER.

ADAPTABILITY.

THE adaptability of women is one quality greatly in their favor. Set down in the midst of uncongenial surroundings, a woman's first impulse is to improve them. She quietly gives a deft touch here, straightens out a little there, and, though poverty may be still apparent, yet order has succeeded chaos, and she has imparted to everything within her reach some expression of homely comfort. Almost every one can recall instances where women, thrown unexpectedly upon their resources, have developed business qualifications of a very high order, which they did not know they possessed, and would not have known but for the need of doing something.—*Housewife*.



Poetical

Three Lessons.

There are three lessons I would write,
Three words as with a golden pen,
In tracings of eternal light
Upon the hearts of men.

Have hope! Though clouds environ round
And Gladness hides her face in scorn,
Put thou the shadow from thy brow—
No night but has its morn.

Have Faith! Where'er thy bark be driven—
The calm's distort, the tempest's mirth—
Know this: God rules the hosts of heaven,
The inhabitants of earth.

Have love! Not love alone for one
But man as man thy brother call,
And scatter like the circling sun,
Thy charities on all.

Thus grave these words upon thy soul—
Hope, faith and love — and thou shalt find
Strength when life's surges maddest roll,
Light when thou else wert blind.

—Schiller.

Perseverance Conquers All.

Genius, that power that dazzles mortal eyes,
Is oft but perseverance in disguise,
Continuous effort, of itself implies,
In spite of countless falls, the power to rise.
'Twixt failure and success, the point's so fine,
Men sometimes know not when they touch the
line,

Just when the pearl was waiting one more plunge,
How many a struggler has thrown up the sponge!
As the tide goes clear out, it comes clear in;
In business, 'tis at turns the wisest win.
And oh! how true, when shades of doubt, dismay,
" 'Tis often darkest just before the day."
A little more persistence, courage, vim!
Success will dawn o'er fortune's cloudy rim.
Then take this honey for the bitterest cup:
"There's no failure, save in giving up,
No real fall as long as one still tries,
For seeming setbacks make the strong man wise.
There's no defeat, in truth, save from within;
Unless you're beaten there, you're bound to win!"

—Henry Austin.

The Winter Camp.

The walls of log are thick and stout;
The rugged hearth is wide and gray;
The roof will keep the thin winds out—
The fire will chase the frosts away;
While we take comfort merrilee,
And spin brave yarns above the tea.

Lacobie tells of caribou
And long, gray wolves in Labrador;
And Stanley sings the red canoe;
And Dick expounds his Micmac lore;
While I talk glibly as I can
With one eye on the frying pan.

We talk of deeds in field and wood,
Of fur-clad hills and miles of spruce—
The alder swamp's gray solitude—
The trampled shelter of the moose;
And when the bacon is fried brown
We let the conversation down.

Our showshoes stand against the wall -
They need good rest, for they have gone
Down forest trails, where shy beasts call—
A giant journey since the dawn.
I wonder if they ever tire
And want to lounge about the fire?

What matters it tho' winds blow chill
And foot the drifts about our door,
When we have firelight, and good will,
And bear skins strewn upon the floor,
And bacon, and a pot of tea
To make the time go merrilee?

—Theodore Roberts in *Outing*.

Wireless Telegraphy.

Over the wilds of ocean and of shore,
Through the broad wastes of air flashes a word,
Without a guide, invisible, unheard.
Borne on those magic currents circling o'er
The steadfast world, it pauses not before
A point is touched, alone in earth or sky
Responsive with a subtle sympathy,
And, lo, 'tis sealed in mystery no more!
Oh, human voice that speakest to deaf ears,
Oh, human heart that findest feeling dead,
Somewhere beyond the league long silences,
Somewhere across the spaces of the years,
A heart will thrill to thee, a voice will bless,
Love will awake and life be perfected!

—John Hall Ingham in *January Atlantic*.

The Survival of the Fittest.

In northern zones the ranging bear
Protects himself with fat and hair,
Where snow is deep, and ice is stark,
And half the year is cold and dark,
He still survives a clime like that
By growing fur, by growing fat.
These traits, O bear, which thou transmittest,
Prove the survival of the fittest.

To polar regions, waste and wan,
Comes the encroaching race of man;
A puny, feeble little lubber,
He had no fur, he had no blubber.
The scornful bear sat down at ease
To see the stranger starve and freeze;
But lo! the stranger slew the bear,
And ate his fat and wore his hair!
These deeds, O man, which thou committest,
Prove the survival of the fittest!

In modern times the millionaire
Protects himself as did the bear.
Where poverty and hunger are
He counts his bullion by the car.
Where thousands suffer still he thrives.
The wealth, O Cræsus, thou transmittest
Prove the survival of the fittest!

But, lo! some people, odd and funny,
Some men without a cent of money,
The simple, common Human Race,
Chose to improve their dwelling-place.
They had no use for millionaires;
They calmly said the world was theirs;
They were so wise, so strong, so many—
The millionaire? There wasn't any!
These deeds, O man, which thou committest,
Prove the survival of the fittest!

—Charlotte Perkins Stetson.

The Reformer.

A man once stood before a frowning wall,
Whereon was writ a lie since ancient days,
And threw his heart's blood by the cupful, straight
'Gainst the legend, so to wipe it out.
Tapping his veins of all their purple yield
In his desire. At last he grew so weak
That, tottering-limbed, he heaved glazed eyes to
heaven,
Sighed like a weary child, smiled once, and fell.

And when his dust was mingled with the mold
That giveth birth to flowers, the people woke
One morn, and looked upon the wall, to see
A clear erasure of the glozing words
And grieved the man so, he that calmly slept
Oblivious alike of love and lies
That make our human story.

Then there ran
A whisper soon a cry, across the land:
"God urged him to the act, and he was glad
To spill his blood to make us clearer eyed."
Whereat the very folk who carelessly
Passed by that day he drained his throbbing
strength
And paled his flesh, upreared a conotaph
And deified his name to after-times.

—Unknown.

The Truth Eternal.

(In answer to "The Man With the Hoe.")

I hold as a Truth Eternal,
As a law of life within
That beneath each phase of sorrow,
There lieth the root of sin.
That sorrow inborn of evil,
Ne'er came to your life or mine,
But some one, ourself or another,
Strayed from the path divine.

'Tis true, we oftentimes harvest
The seeds which others have sown,
And thus reap with burning tear-drops,
Where the fault is not our own.
For so long as men still erring
Sow with indifferent hand
We shall through laws that are mighty
Tread the enduring land.

"God made man in his own image,"
But turn to His sacred book
And know through time's first tragedy,
The suffering ages look.
Know adown all the centuries—
Aye, down all the stretch of Hell—
Humanity bears its burden,
Because, alas! man fell.

Yet, somewhere the hearts now darkened
May glow with the purest light;
For I know there will come a time
When each wrong will be made right.
And methinks the soul here laden
With the weight of another's woe
Will in that far-away haven
A two-fold pleasure know.

—Mrs. Ella Clark.

Dallas City, Ill.

FACE-TIOUS

Not a Matter of Merchandise.

A man was walking with his little boy at the close of the day, and in passing the cottage of a German laborer the boy's attention was attracted by a dog.

It was not a King Charles, nor a black and tan, but a common cur. Still the boy took a fancy to him, and wanted "pa" to buy him.

Just then the owner of the dog came home from his labors and was met by the dog with every demonstration of dog joy. The man said to the owner: "My little boy has taken a fancy to your dog, and I will buy him. What do you ask for him?"

"I can't sell dat dog," said the German.

"Look here," said the man, "that is a poor dog, anyway, but as my boy wants him, I will give you \$5 for him."

"Yaas," said the German, "I know he is a very poor dog, and he ain't wor't almost nottin', but dere ish von little ding mit dat dog vot I can't sell—I can't sell de vag of his tail ven I come home at night."—*Louisville Courier-Journal*.

A Social Diplomat.

"Can you trace the resemblance of a baby to anything under the sun but another baby?"

"Oh, yes, indeed," replied the social diplomat.

"To what?"

"To whichever parent asks me about it."

All the masters of diplomacy are not in public life.—*Detroit Journal*.

The Proper Treatment.

"My watch won't run," said Giddings as he laid his timepiece on the jeweler's table.

"I'll soon bring it to time," replied the watchmaker cheerily.—*Detroit Free Press*.

In Railroad Vernacular.

At a railroad wreck official investigation recently, according to an exchange, the "Brakesey" on the carpet recited his version of the story thiswise: "The 'con,' was flipping the tissue in the doghouse, the hind 'shack' was freezing a hot hub near the hind end; 'tallow pot' was cracking diamonds in the tank; 'Eagle Eye' was down greasing the pig and I was bending the rails, when they hit us."

Under a lengthy cross-examination this was translated to mean that the conductor was examining the orders in the cupola. The rear brakeman was cooling off a journal. The fireman was breaking coal. The engineer was oiling the engine and the head brakeman was throwing a switch when the collision took place.

"Eggscused."

A teacher in a Boston suburban public school received the following "eggscuse" from the mother of a boy who had failed to be present on a certain day:

DEAR TEACHER: Please eggscuse Andrew James for not having went to school yesterday. He started all right, but him and another boy stopped for a little swim in the river, and a dog come along and carried off Andrew James' pants and shirt and he had to stay in the water until the other boy come home and got more pants and shirts for him, and then it was too late. Under the circumstances you could not expect him to be there so kindly eggscuse.

The Difference.

"I'm earning \$75 a day on those way wires," said Hicks.

Dicks—"I'm not asking you what you're earning; it's what you're getting I want to know."

Hicks—"One seventy-five."

A Chicago Art Story.

The number of artists in Chicago was increased recently by the arrival of one from a distant city who during his leisure moments strolled about the down town streets seeing the sights.

Passing a store where a number of paintings were displayed in the windows, he stepped inside to look about. Standing before a landscape about 10 by 14 inches in size, he assumed the manner of an admirer of art and awaited the approach of the proprietor.

The latter advanced, smiling and rubbing his hands. He greeted the visitor cordially and said:

"You are an admirer of paintings, I see."

"Yes, to some extent," was the reply.

"That is a pretty bit of scenery," the dealer returned, "that you are looking at there, that little clump of green trees and the red house. It has a charming atmosphere about it. Don't you think? With the frame, just as it is, we are asking only \$15 for it. That over there is a companion would you like to buy the pair," he continued, becoming very earnest, "we could let you have them for—let me see. Take them along for \$25."

"Well, it's evidently a fair price, but the fact is I don't want to buy. I am a painter myself."

"Oh, you are an artist!" smilingly remarked the dealer. "Well, perhaps you would like to do some painting for us?"

"Oh, I don't know; perhaps so. But what do you pay for a canvas like that?" indicating the small picture under discussion.

"Well," replied the dealer, becoming confidential, and stepping up close to his caller. "that is a cheap painting, and if you can paint them fast you can make good money."

"Well, what do you pay?" asked the artist impatiently.

"For that size we are paying 8 cents."

A Chip from the Hatchet.

"Mamma," declared Willie, thoughtfully. "I don't see how Washington ever could have remained a statesman if he adhered strictly to his early principles."—Judge.

• Delusion.

"A man sometimes thinks he's having his own way when he is really doing what his wife planned for him."

"Yes," answered the mild-eyed philosopher; "many a one thinks he's an autocrat when he is merely an automaton."—*Washington Star*.

A Daily Visitor.

"I believe Higginside smokes the vilest cigars on earth. When he drops in at my office I always give him a good cigar to keep him from lighting one of his own."

"Drops in every day, doesn't he?"

"Generally."

"I thought so. I know Higginside. He is a fellow of a good deal of thrift and ingenuity."—*Chicago Tribune*.

The Mysterious Code.

"How happily the Von Grootsees seem to live together."

"Yes. I can't get at the secret of it."

"The secret?"

"Of course; does he let her have her own way all the time, or does she let him have his?"—*Detroit Free Press*.

Failed to Remember.

"What's the matter with Rashleigh?"

"Absent-mindedness, that's all."

"Nonsense! the man's cut and bruised frightfully."

"Yes. He tried to stop a runaway automobile by jumping in front of it and waving his coat at it."—*Philadelphia Press*.

More Modest.

"What is that you are reading, Johnny?"

"A book I got out of the Sunday School library, paw."

"I know that kind of book. The good little boy dies in the last chapter, and reforms the bad boy, eh?"

"Not much. Maybe they did that way when you were a boy, paw, but this good boy makes \$1,800,000, and has the bad boy working for him at 60 cents a day."—*Indianapolis Journal*.

Our Correspondents

"ABERRATIONS FROM THE WISE."

JOSE GROS.

IN HIS recent message to the New York Legislature, Governor Roosevelt has something to say about taxation. It is as follows: "The whole problem of taxation is now, as it has been at almost all times, one of extreme difficulty. Methods which worked well enough in a simpler state of society are not adequate to secure justice when applied to the conditions of our complex and highly specialized modern industrial developments. The real estate owner is certainly bearing an excessive proportion of the tax burden."

In order to properly appreciate the last sentence, we must remember that our good Governor inherited a large fortune in choice real estate in New York City and other similar spots. In such places, every \$1,000 worth, in land and buildings, is assessed at about \$700 and taxed at a little over one and three-quarters per cent on the latter sum—call it \$12 on the \$1,000. The value of the land, apart from building or improvements created by labor, is seldom less than sixty per cent and often more. Call it then \$600 on each \$1,000. The former is what we call land value, evolved by the growth of the community and hence belonging to the community. If plain honesty prevailed in taxation, all would rest on such or similar land values. As productive capital earns from five to ten per cent, when not up to forty per cent or more under concentrated monopolistic concerns, a five per cent tax on land values could not be considered but very moderate. Our landlords would then pay \$30 for every \$1,000 real estate as now valued in large cities, as a low average. The \$12 paid now in

such cities is, then, but a little over one-third of what honest taxation, land values taxation, would be. Besides, who pays the \$12 tax on each \$1,000 real estate? Those that rent the property, as a home or business place, etc. The tax is added to the rent. That is what makes rents so high in all our cities, large towns and wherever men have any fair chances to make something of a living. To be sure, if we could manage to live as a nation without any taxes or public revenue, or with less taxes, the landlords could reduce their rents a little and obtain a somewhat higher interest from their real estate.

Our readers may now see why it is that our fine masters have never yet been able to grasp the problem of taxation. They don't want to grasp it. It would not pay them to grasp it. Don't you see that they can keep rich at the expense of the workers of nations as long as the problem of taxation remains enveloped in darkness, the latter manufactured by our blessed monopolists, or landlords, and the like? We can hardly expect evils to be suppressed by the classes who are benefited from such evils, even if the benefit itself is one-sided and consists in mere wealth accumulation and never in increased joys, much less in real manhood. Because in the majority of cases, and beyond a certain point, wealth means a life packed full with foolish cares and nonsense.

Our landlord Governor condescended to indicate to us that the same kind of taxation which is now unjust, was all right when progress had not yet reached the glorious altitudes of to-day. If so we have progressed backwardly, into injustice. He

was careful not to mention the period when the same taxing process was right which is now wrong. So there is nothing fixed in truth and righteousness! They change like human whims and fancies! How idiotically they talk, the men high up in social positions! If school children talked as big men do, we would reprove them, send them to the tail of the class; but all is sound and correct if uttered by an Honorable, a Judge, a Governor, etc. Where are we at if truth can change and become falsehood later on? Who has ever proved that the taxing methods of nations have been honest at any given time? They all have been devised by despots, conquerors, aristocracies and monopolists. Go as far back into history as you like, and you find that taxation has always been the social wheel by which the workers have been kicked out of land and placed under tribute to groups of sharpers for the privilege of working hard and living a mere animal existence. Only here and there, for a while, in isolated communities, have the evils of wrong taxation been somewhat minimized, to increase as soon as social groups become large and powerful, what we call progressive.

If our landlord Governor, like the rest of his class, did not hate to tell the truth when talking on social subjects of some fundamental importance, he would have had to say that, as all evils are bound to grow as long as they are allowed to live, the same wrong taxation of old times is simply more fatally wrong to-day, and shall go on increasing its evil effects in proportion as wealth and population increases, and we keep bragging about a progress which refuses to establish justice among men, which prefers social dishonesty to social honesty in the all-important function of taxation. Dishonest or unjust taxation being the very element which promotes land monopoly and so all industrial monopolies, and the quantity of land being fixed, such monopolies must increase as population increases. How can it be otherwise? And so in proportion as wealth increases must the evil of general and fundamental injustice increase too, as long as all production and distribution is regu-

lated by that dishonest taxation which lies at the root of all our industrial activities. There is no escape to that. We can only reverse effects by reversing causes. And our masters refuse to even conceive the possibility of honest taxation. They want to make us believe that the problem cannot be solved. It is too obscure and complicated for that. That is, they want to make it so. They do not want to have anything to do with truth and righteousness applied to social life. They wish the perpetuation of social chaos. And that is what we shall keep having as long as our workers accept as Gospel all the aberrations and fatalisms of the men on the top of the wave, forever riding on the backs of the wealth-producers.

Necessarily, then, our civilization stands yet self-condemned, because the best fellows in the lot, openly, and most of the rest, tacitly, assert or claim that it has to rest on the identical tax and money forms concocted and approved by all the heathen nations that once flourished and perished. They also claimed to be the best, as we do with our own. That did not save them. They, too, evolved culture, refinement, power, wealth, arts, science, inventions, philosophies. They, too, brought out complexities, specializations in production and commerce, modes of living considered vastly superior to those of primitive communities, and forms of thought greatly transcending the so-called crude ones of men who could be happy with less humbug and more natural conditions. None of that paraphernalia could prevent their downfall. They were swept out of existence. Nature repudiated them because they repudiated the order of Nature, because they complicated what was simple enough, because perverting truth, as we do, under false pretenses that truth is constantly playing hide and seek with us, enveloping itself with mysteries and dark clouds.

Selfishness is always dark, obscure, tortuous, crooked, dishonest, unjust. It never sees anything straight, or plain and clear, as it happens with most men of high degree, be they governors, senators, bankers, bosses, politicians, writers or divines

with fat salaries, monopolists with far more wealth than they can honestly handle, and all their satellites with more vanity than sense, with greater love for money than for manhood. We have to tolerate such people, we have to be patient with them, but, can we respect them? Can we respect what is wrong and has never produced any goods?

THE REIGN OF CONFLICT.

Upon justice in material things, must justice in all things else at last depend.

This is the primal law of social life, the foundation principle of order and government among men. Man's first right is here, and here, his first duty—to secure this justice for himself, to render it sacredly to others. Let this law be first obeyed and “all things else shall be added unto you,” life, liberty and the pursuit of happiness. Let it be denied and the power of oppression at once raises his dark form upon the earth. The principle involves the very right of existence itself. Upon things material, life itself depends. Food, raiment, shelter—upon the power to secure these, and upon the right to just access to the means of procuring them, practically depend all other human rights and powers. To limit or destroy this right or this power, is to affect vitally every other right and power of man.

To attack this primal law has always been to precipitate a conflict. To succeed in the attack has always resulted in the death of the vanquished or his subjugation, diseased dependence and mental and moral degradation. To resist such attacks is therefore an inherent and instinctive right, necessary, inalienable and never to be destroyed. It may be subdued, become dormant and latent, but occasion and opportunity ever revive it again into full activity. Therefore it is declared that this principle of justice in material things is the primal law, not only of physical life itself, but by virtue thereof is the foundation principle of social order as well.

To violate it, then; to pass the right and duty it involves, to go on to others, social, moral or religious, however grand, noble

or inspiring, is but to pass from disappointment to disappointment, from failure to failure and to go on to endless conflict, to anarchy and final chaos.

The history of mankind has been but the long and bloody record of this last truth, written and rewritten again and again in the ceaseless dissensions among men, the fall of empires and the degradations of peoples. The riots, the rebellions, the wars, the revolutions of the past and the present have been and are in largest part but the thunderings of this outraged law. And to-day, to see the results of its awful transgressing, we have but to look forth upon the condition that confronts organized mankind everywhere throughout the world.

Let us pause for a moment and see what that condition is.

With us, its proudest exponents, it is labelled civilization. But lift the covering of a name and look upon the naked thing beneath and behold! chaos, surcharged with the spirit of hell. Bend low and peer beneath the veil again and see! a world strife, an universal struggle, unnatural conflict, never ceasing, merciless and pitiless; a seething multitude desperately fighting each other, with hearts black with deadly cunning, ferocity, distrust, envy, jealousy and hatred; an agony of fear, hope, despair possessing them, yet strange to say each bears, some high aloft, some trailing in the dust, a banner flaunting these mottoes, “Do unto others as ye would others should do unto you,” and “Love thy neighbor as thyself;” but, however borne, the bearers fight each other with equal fierceness.

Behold knowledge and strength, civilized! christianized! Knowledge and strength! pushing ignorance and weakness to the wall, riding upon their necks, living upon their blood, trampling them beneath their feet! See the sacred power to serve, itself demanding servitude! See the myriad bands of despoiled labor, rank on rank, crowding, driving each other to the slave blocks of the masters of capital, the capital itself or Nature has created, battling with each other for the privilege, and him who fails an outcast and a criminal, perishing miserably or living a life more dreadful than death itself. Behold, selfishness enthroned! faith,

its jester! hope, its purveyor! charity, its hypocrite!

Turn where we will, we see appalling evidences of wasted energies, perverted power and prostituted opportunity. Everywhere we see conflict where there should be peace; mastership where there should be brotherhood; poverty where there should be competence; oppression where there should be generous service. Distortion, deformity, retroversion, everywhere greet the senses of order and right condition. Violence rules the affairs of men, the violence, not so much of actual physical force, as the violence of vantage, fraud and indirection, the violence of irresponsible power working through conventional forms and customs founded when might made right and the animal reigned in man.

Industrial and social conditions to-day, no less than in times past, present the shameful and awful spectacle of a world, the current of whose ethics both of reason and religion runs counter to its industrial and social practice, whose natural laws are superseded by contradicting customs and whose golden rule, the fundamental principle of social order, is practically declared both by its prophets and its people in its primal and only vital application, absurd and impossible to the last degree.

To turn from "glittering generalities" to a few of the most glaring facts, we are confronted with actual conditions so universally and inevitably presaging national degeneration, so distinctly premonitory of social ruin, that patriotic men and women, the friends of liberty and human advancement, may well stand appalled at the prospect.

Take this astounding and incredible fact and consider well all that it means: out of eighty millions of our population more than fifty millions are absolutely landless, homeless and without means of employment except as the owners of these priceless and necessary things have given access to them. Let the few, legal owners and credit-holders of the land, the homes, the factories, the mills and all the thousand means and machinery of production, exercise their legal rights in concert for a moment and bid their dependents move on—and what

example of despotism or chattel slavery in the past could equal the spectacle that would be presented by this possible modern exercise of lawful authority? Be merciful, and let this mighty throng of our dependent people keep their places, even at the light tenure of their master's will; let them still sweat to buy their never paid up "right" to a foot-hold upon the earth, to their "places" in its workshops and mines, its fields and factories and offices, to their access to the means of producing their food, raiment and shelter, and still there are more than two millions of men for whom there are no places, no employment, no access to anything but such cold alms as may be thrown them; and these, the terror of "place-holders," the employed, are ever increasing. Every advance of science over the forces of Nature, and of art over muscular power, every development of the organizing faculty, every addition to the sum of human knowledge affecting material things, but adds to the number of this great concourse of permanently unemployed and increases the terror of the "place-holders" above them, next ready to fall into their ranks, and intensifies the already great and widespread uneasiness of society in general. This is the most significant phenomenon of modern times and the most ominous of direful consequences.

When the very forces that should make for social order, man's happiness and general improvement, make for the direct opposites—social ruin, misery and retrogression; when increasing knowledge means increasing evils; when developing powers and faculties mean developing despotism and oppression, when progress means progressive poverty and degradation of the masses, surely it is time to change the direction of our progress and power and knowledge. What could better show the ill-adaptedness of ancient, industrial and social systems to modern conditions; nay, what could more clearly demonstrate the inherent evil of those old ways of doing things and the irremedial viciousness of their effects on human progress.

CLINTON BANCROFT.

REVISION OF RITUAL.

We desire that it be understood throughout this paper, and any future articles that may appear in these columns over our signature, that "we" means the writer, who represents no one or party but himself. There is no host standing at the threshold to back him in what he says, and none, that we are aware of, standing with uncovered and bowed head to drink in all that may be said. It is not the *ego* which we desire to advertise. Principle and thought is our aim, and it is for the benefit of the whole that it is expressed, and the subjects pursued, rather than to gratify the *ego* or to antagonize or satisfy any person or persons. Therefore, any one who has anything to say on subject matters, let them speak; they have a perfect right to do so. It is only through the channel of speech that we can tell what is in the mind of each other, and it is only through such knowledge and by the means of speech, either oral or written, that we are able to correct false impressions and rectify errors.

The last session of the Grand Division may really be designated as the Revision Session, as a revised ritual was submitted to the body and referred to the Board of Directors, in whose hands that copy now is awaiting the meeting of the Board for its consideration. And a committee was appointed to revise the Constitution and Statutes. No part or parts of the revised ritual contain personal whims, peculiarities, sentiments or feeling; neither was any part of it written without logical reasons for it being so written, stated or composed. It was written with the mind centered upon its object, aims and principles; with no intention of inverting all that had gone before; and arranging it so that each part drops into its place and follows in sequential order, as the chapters of a book or a theatrical play. It can be contracted and expanded and its authorized parts used as a whole without the violation of laws, rules and regulations, and each part makes a whole without destroying the complete fabric. Such a ritual gives method, system, order, precision, and we know at all times directly where we stand. Guessing, and arrangements which do not follow suc-

cinctly, and diversified matter thrown together without regard to its relation or harmony, creates confusion of mind, and the desired effect and impression is rendered *nil*.

A ritual for a labor organization requires no elaboration. In former times labor organizations copied their initiations after the manner of fraternal societies, elaborated their ceremonies with grotesque costumes, manipulated the candidate in awkward positions, and in general endeavored to make him feel that the organization of which he was being made a member was either a great or a terrible affair. Fraternal societies have somewhat reduced the elaboration of their rituals, and particularly dropped out the rough usage of candidates, and in some of them it is expressly written that no rough usage shall be permitted; and further, the more intelligent and settled minds are advocating the elimination of all nonsense and uselessly elaborated ceremony. But members of labor organizations are so thoroughly familiar with the arrangements of fraternal societies that they hang tenaciously to the old garments with which their minds are clothed, and they hardly shake off the euphonious names with which the officers of the fraternal societies are dignified. If they do, like the fanatic who destroys his idols, they go to extremes, which we shall probably have an occasion to show in future papers.

Complexity is one thing and elaboration is another, while to displace either with simplicity destroys all interest and profit. The more complex a thing is the more parts it has. The more parts the more necessity of specialization or division of labor. The greater the division of labor or specialization, the greater the efficiency and the easier labor becomes, or the lighter its burden, by which means all complexity is reduced to simplicity. Elaboration, as we have meant to designate it here, means the piling on of useless superfluities—which means to burden and hamper the process and thwart the end desired. What we seek for is success, and there is no greater truth that "nothing succeeds like success." To be successful we must use the means which brings success and install the process

which leads to the accomplishment of the end desired.

Fraternal societies make a great and profound mystification of their ritual, as if it contained something that they were either ashamed of, or some great process whose commercial value would be destroyed if made known to the world. It is not true that any society is ashamed of its ritual, or perhaps even of the doctrines it teaches, but it is partly true that its commercial value would be destroyed if its contents was not made to be kept secret, for fraternal societies partly depend upon the curiosity excited to induce people to join. But that is only a survival. As a rule, no one joins a society to-day to gratify their curiosity in learning what is contained in its initiation. We can get more scenic effect, more extravaganza, and more real acting and better delivery at the theatre than can ever be produced by amateurs in a lodge room, and there is nothing written in any ritual but what is not known in the abstract by the civilized world. But, still, to require a secret ritual has its utility in making the members cautious in using the unwritten work, which is the real secret of all so-called "secret societies," and is the foundation and rock-proof of membership therein.

The O. R. T. needs a ritual. One that is significant and complete. One that is comprehensive and explains itself and not woven like a net, or made like a sieve—full of holes and gaps and air spaces that can only be filled by guesses and "thinks." With the proposed ritual there is a short and longer initiation to be performed by the officers of a Division assembled, and there is another form which is to be used by mail or by organizers, and each and all of them gives the whole foundation upon which the superstructure of the organization is built. Protection is its rock feature. The protection of its members from the oppression and tyranny of the employer, whether it be from economic causes or the mere whim of he who holds the position of authority. In the place of Secrecy, Obedience and Discretion, the proposition is to make it Seek, Order and Discretion. We think the latter more significant and ennobling. What

better advice could be given, or what more significant for a labor organization whose field for accomplishment is so broad, and whose particular work is so complex, than to urge its members to SEEK. Accomplishment is dependent upon individual effort, and while every one knows what man ought to have, no one knows what he wants until he makes his wants known, and as we have often expressed it, gifts do not fall from heaven while we sleep.

Again, what better command or recommendation can be given to-day than that of ORDER. Labor has had its experience with demagogues and agitators of the un-intellectual type, and it has been led—pell-mell, like mobs, to reach the goal of its desires, while experience and inside history tells us that infinitely more has been accomplished by quiet, orderly work than has ever been accomplished by the wool-gathering brains of know-all-and-know-nothing. But man must have his experience, and he seems destined to do the wrong thing first and the right thing last, which applies to employers as well as wage-earners, hence strife and turmoil have at times been a necessity, and we have not yet wholly passed the period. It should not be feared that, as a labor organization, we would take the spirit out of our members in admonishing order and make them docile lambs to be shorn at the pleasure of the fleecers. On the contrary, the spirit of resentment is an inherent and irrepressible part of man's character, and he will push upwards like the plant in the hardest soil no matter what power or influence might be exerted to hold him down. Besides, the proposed ritual does not dwell upon that kind of order. The order which it advocates is the order and precision of Nature in all her operations and the order pursued in well regulated civil government, industry and commercial life, which is ever bound to bring success.

Something can be accomplished without DISCRETION, but much more and greater good can be accomplished with it. With discretion a person is cognizant of the power and extent of their acts in relation to what they desire to accomplish. Therefore we want to understand what discretion

is and means, and we should advise our members to be as wise as their intelligence will permit, and to get knowledge, wisdom, and understanding of all things pertaining and leading to the consummation of what they seek through the means of order. Hence, to inject pyrotechnics: when a person girds on the O. R. T. armor, we place them upon the concrete roadway PROTECTION, and bid them follow the way of life predestined for all things that are born—SEEK. We bid them to observe the ORDER of nature and work out their own salvation, knowing that they are protected in exercising their manhood and using their courage, pointing them to the compass that guides us to success—DISCRETION.

S. W. HILLER.

FROM IOWA.

One thing that is sadly lacking among the telegraphers is a proper sense of duty to themselves. Each man knows he has a duty to perform when the organizer comes along and talks to him about it, but seven men out of ten allow the matter to go by default, with the consequence that the faithful three have to bear the burden that properly belongs to them, and then part of the burden that is shirked by the seven. It is true that all are benefited by the right action of the organized telegraphers, but it is a shame to think of the men who take the benefits as they come and never think of sharing the cost of the organization that obtained them.

It is a genuine pleasure to meet a telegrapher who is working zealously for the company that employs him and also the organization that protects him from the injustice that a false condition of things might impose on him, if he were not wide awake to the possibilities. This kind of a man is usually cordially fraternal as well as vivaciously active, and impresses all with whom he comes in contact with his ability to do his duty by his employer and at the same time extend a helping hand to those who may perhaps not have as much ability as himself.

How different it is to meet a man who is struggling along from day to day with barely sufficient capacity to hold his posi-

tion and at the same time so selfish that he does not know nor care anything about the rights of his fellow workers.

It is sincerely to be hoped that the latter class will merge from their lethargy before many more years have passed away and that all will become keenly alive to the duty they owe themselves by protecting their own interests and join the organization of their craft. It is by this means that the strong and capable can help their less gifted brothers, and while they are doing this, the profession is being gradually raised in the scale. This process will go on slowly for many years to come, yet as time goes by the influence for good will be plainly visible to all who have eyes to see. If some non member shall read this article and by it be guided to see the light, I shall have been amply repaid for my effort.

Sincerely hoping that this will be the case, and with best wishes to you all, I remain,

Yours in S. O. & D.,

CERT. 121, Division 132.

SCUDS CATCHES ON.

Well, I do be blessed if it ain't the same old thing. I can't do anything but what some galoot jumps up an' wants an explanation "why I done such a thing." People think I have nothing to do but answer questions, sorter of a kind of an Explanationist or something else with four legs. Everybody wants to know why I learned the telegraph business at last, after having such a time with the Bull calf.

Well it was just this way. The nigger who taken my place at the depot tried to give the dispatcher a case of black chills one day when the agent was out, which caused a big lot of trouble, black at one end and white at the other, and the G. M. said it was too dark a case to settle white, and the nigger and agent got a dose of "skedadletitis." An the railroad sent another fellow there, and he was a cute little fellow, had just a dandy little black mustache curled up at the ends just like a pug dog's tail, an dog my hide if sister Dot didn't fall in love with the little fellow and such courting time we had at our house

you never seen. Dad didn't do nothing but "Gewhized" all the time, so glad sister had caught a railroad man for a beau and he could get a pass to Slabtown to sell his taters, ingins and soforth. So while Dot was courting I was learning telegraphing. And I am powerful glad I did, and of course I have to tell everybody what fine fellows we have in the business, and also about our nice Order. I don't know many of the boys face to face, but I see their smiles in THE TELEGRAPHER.

to hold the strong iron pieces together and a mighty strong structure is formed.

"O. R. T."ism is the bridge to success for us. The large irons are our officers and leaders and the bolts are the members, and it depends largely on the bolts. You tell your leaders what you want and they go forward with energy and confidence in securing benefits for you, expecting you to support them; but if the bolts would get contrary and lose their heads, the bridge would soon fall. So, remember, we need to stick



CRYSTAL SPRING, ROANCKE, VA.

(Courtesy, Norfolk & Western Railway.)

Now, Brothers and Sisters, our Order has come to stay, and with such men as President Powell, Secretary Perham and other noble men we have for leaders, I see nothing but success in sight.

Did you ever notice an iron bridge with its massive beams, stringers and columns of iron, and what strength the combination makes; but if we look very close we will observe a great many little bolts are used

close together, let come what may, for success is bound to come.

I have often heard fellows complain that they should be getting \$50 instead of \$35 or \$40. Of course you should, and more than \$50 too. But, say, did you every stop and think? If it was not for the O. R. T. you might be getting \$20? There's two sides to everything, and I am sure if we would look a little closer we would find lots of

fellows worse off than us, especially on roads where there are no schedules.

Stop complaining and cling close to the Bridge of O. R. T. ism, is the advice of a newcomer into your lines. I may act verdant-like at times, but will get ripe before long. The mightiest trees at one time were little green saplings, you know.

SAM SCUDS.

A WORD ABOUT THE DUES.

It is a question in my mind whether our dues are equitably arranged. As the matter now stands it means that every man who is a member of the Order must pay precisely the same sum—Eight dollars per year, payable semi-annually—regardless of difference in income. It means that the man who receives \$25 to \$40 per month shall pay precisely the same as the man who receives \$70 to \$100. Is this equitable? Is it fair to require as much of me receiving forty dollars salary as of him whose salary is *double*, or *more* than double mine? There is nothing equitable about it, but contrariwise, a decided injustice is wrought against us *small salaried men*.

Now I speak of this matter, not as a faultfinder, but from a sense of duty. In the first place, I feel the injustice myself very forcibly every six months when payment is due, and I have struggled and skimped and denied myself and family things we needed because I *must* cut ourselves short somewhere if I pay my dues to the Order. In the second place this very thing has come up as one of the perennial excuses in my efforts to keep the boys in line. "I just can't pay my dues and pay other *necessary* living expenses. I *must* pay my other necessary living expenses. I cannot pay *both*. I must, therefore, drop out."

Now, to those who are receiving \$60 to \$80 and \$100 per month, this excuse may seem flimsy. But I wish to assure you that, as a *forty dollar man*, I feel its force.

Seeing, then, that this inequality is—(whether it *ought* to be is not the question, *it is*)—the cause of some *remaining out* and of others *dropping out* after they

get in, would it not be a wise thing to adjust our dues to correspond, in some measure, with the salaries as gauged by our schedule? Would it not be better for the order to gather in *more* and lose *less* than to have so many *out* all the time?

In our insurance department we use more consideration and gauge the payments according to age and the amount of insurance carried. How would it look to assess *every policy holder an equal sum* regardless of age of holder or amount of policy?

Brothers, think on these things, and let us see if it might not really be for the good of the Order to do something in this line?

CERT. 251.

FROM COLORADO.

Government ownership and public ownership are sometimes two different things. The government may be anyone—it may be all the people or only a few, but the public means the people. If the people are not the government they should be. Then government ownership would be a fine thing; but even with our present corrupt system I am in favor of it. To-day almost every branch of industry is monopolized: so is land and other natural resources, and these monopolies exist for the benefit of a few and not for the benefit of the public. Monopolies and trusts are the natural outcome of a system where only the strongest survive. No amount of denunciation will drive them out of existence, but I think there is a very simple remedy for such evils. Supposing the public should come into possession of the railroads—that would mean just so much saved to the people and so much less for the capitalists. The profit that goes to stockholders, and all that is wasted in competition and to buy up legislatures, would go towards shortening hours and increasing wages, reducing freight rates and the cost of travel. But we should not stop here. I believe in public ownership of the law-making power, which would make other reforms possible. With such a system of legislation there would be no Supreme Court or other power to set aside a decision made by a majority vote of the people.

Then the public could acquire possession of the railroad, express and telegraph lines, and when this had come to pass they would know how to proceed farther. The monopoly of land and the medium of exchange are of course the worst of all monopolies, and should be free to all—it belongs to all the people and not to those who have taken possession of it by the right of discovery or conquest. There is no such right. Isn't it a sight to see a lot of half-starved people trying to make a living on a few acres of unproductive land in a gulch out in the mountains, when there are millions of acres of idle land in Illinois, Ohio and New York State. How much longer will these people be humbugged out of their rights? They have become so accustomed to hardship that when a big corporation gives them the privilege of working 12 hours a day for a bare existence they call it prosperity. Public ownership is the key to shorter hours; it is the remedy for trusts and monopolies, strikes and lockouts, and the remedy for government by injunction and government by force. Reforms will be fought at every step by the politicians and the ruling class, but if the people will listen to the dictates of their own common sense their eyes will be opened and knowing their rights they will brush all obstacles aside and obtain them. Freedom and liberty are fast becoming by-words and if we would escape this condition of industrial slavery I believe we must act soon or the chance to free ourselves will be lost.

JOHN SMITH.

EXPRESS COMMISSIONS.

I can sympathize with Cert. No. 3597. I fought the good fight along the same lines, and lost the same as he, receiving the princely salary of from one dollar to one dollar and fifty cents per month. I was not at all elated when I received a little souvenir from the superintendent in the shape of a release, which he said sign and return.

The release read, "Release the Express company from all damages of whatsoever kind from the beginning of the world to the present day."

Not being on earth at the beginning of the world I objected to being connected with so remote a period. I returned the release unsigned, with information that I did not care to work for the Express Company any longer, and he could employ some one out in town to attend to the express business.

He returned the release to me and said sign.

I forwarded the release to superintendent of railroad company and asked him if it was necessary for me to sign the release in order to continue to work for the railroad company. He returned the release to me with the information that it was necessary for me to sign.

Being a poor man and having a family to support I was forced to capitulate. There is a lesson in this true story for the nons. Had the express business been under the control of the O. R. T. I would have won out.

The non who undertakes to right his wrongs singly and alone will come to grief in the same way, for the simple reason he has no Order to fight his battles.

CERT. 70, Div. 6.

FROM MASSACHUSETTS.

Wanted—300 strong boys that can telegraph and not afraid of work. Apply at once to the Low Salary and Long Hour Railroad.

Don't be afraid to ask for work when you call for it. Plenty of work will be freely given, provided you never ask for your duties to be lessened nor your hours shortened, nor your salary raised, because when you come you come with the understanding you are to do all that is asked of you, at any time, night or day.

The road wishes to save all the money it can and would rather use the operator's back than buy a truck for the freight. When the operator's brain grows weary from making out reports and taking train orders, he may divert his attention to something else by taking care of the switch lights. This will save the section man from putting in any time as a "confidential clerk," and keep every man in his own official ca-

capacity. By having the operator work long hours it will save not only another man's salary for the company, but induce the operator's friends to call on him and while away a few hours, helping the operator do company's work free and at the same time offer an inducement for the operator to learn his friends to telegraph, and keep the operator among his friends, whereas, if he was home he might be planning to save his money and go into some more paying business.

No O. R. T. men wanted, as that organization teaches operators to be more loyal to their families than to the railroads, and it also teaches the operators to be more faithful to each other than to a chief dispatcher. The superintendent used to have charge of an Industrial Home where wayfarers and fools sawed wood, and did it good and cheap, and called again and brought their friends and done a lot of work and saved the Home from paying men \$2.00 per day. The Home recognized the loyalty shown to a charitable institution and gave the poor misguided wanderers a wash and a piece of bologna and sold the wood under the name of charity and got lots of customers to buy it.

Now every man on the road has his blood filled with charity on the same lines. The Express Company don't want to pay money to anybody unless it has to, so the railroad makes the operator do the work. This will enable the express agent, or the man that ought to be the express agent, a chance to view the country and take notes in a diary as he travels around looking for a job, and if he doesn't get a job he can write a book

from his diary and probably get rich and famous.

When the railroad business increases so that the operator has to drop the express, he loses the express money, but the road doesn't make good on the increased business what was lost on the express. Oh, no, if you save your money you won't spend it.

Be sure and set up some instruments in the depot and string wires to two or three houses around town so the young men that are learning can call up the agent to ask the dispatcher if the weather is clear or cloudy in town. The young men have all their relations up to the house standing over their shoulders and want to show them the agent likes to answer their questions and make change at the same time.

Do this on the Low Salary and Long Hour Railroad and you can hold your job until one of your "hams" gets good enough to take your place, and then the company will advise a change in agents, as the strong boy is willing to learn more students than you and work cheaper, and the privilege of burning company coal in the depot will be taken away from you as the heat doesn't warm the railroad track; it warms the operator when he isn't out in the cold, and when there isn't anybody in the depot the coal is wasted. Patented pocket oil stoves and automatic heaters will be for sale cheap. Then come around and take your choice, swear at the railroad or the O. R. T. If there never was a railroad you never would have worked for one, and if there wasn't any O. R. T. you never would have been asked to join.

MOSSEBACK MOAN.



FRATERNAL

Pittsburg & Lake Erie R. R.

I have been in the service of this company for the past thirteen months and have not as yet seen or heard anything from this road in THE TELEGRAPHER. Why can't we have a column in our TELEGRAPHER each month as well as other roads. Some of them we note are not near as thoroughly organized as we are. We have very few "nons," thank goodness, and we have one of the best roads entering the city of Pittsburg, a double track system. The company has been doing a heavy business this past year, and the boys have quite enough to do to occupy their time. But we shall not excuse you this winter. Changes have been so numerous on the south end, better known as the "Mickey," that I cannot enlighten you any in that direction, but will try and dig the fellows on the P. & L. E. Division.

At Pittsburg dispatcher's office we find a good set of fellows. On the Lake Erie end we have venerable and ever ready for dispute Mr. W. R. Shannon, first trick, dry Mr. A. C. Anderson on the second trick, and our genial Mr. N. A. Sutton, third trick. They are quite patient with doing their own copying; you know how it came about boys. We have a fine set of side wire men in this same office, Mr. F. W. Wurtzer, first trick, Mr. Meredith, the wise man, second trick, Mr. Cameron, third trick, and Bob McChesney throws it dead-easy on the split trick; then we find old J. F. McCabe, with his old hoppy on number 17 wire out the Lake Erie. Here's a natural born caller.

Now to get down to business, we find Bro. H. K. Klingensmith doing the day trick at assistant general yard master's office, Pittsburg, and Bro. C. M. Smith doing the night trick. A little further out, at McKees Rocks Station, Bro. S. E. Dorr, days, Mr. F. E. Wiley attends to business at night.

At train master's office, McKees Rocks, Bro. Frank Moore. These are lonely nights, aren't they, Frank? When is the quarantine going to be raised. Mr. J. L. Gilmore, a veteran at the business, looks after things at night.

Another notch down the Ohio, in the midst of the big yard at McKees Rocks, we find the general yard master's office. Here's a red hot roast from 5:30 a. m. until 5:30 p. m. Bro. Harry C. Burton, days, and Mr. H. T. Moore, nights. We "13" this fellow Moore is a talker, "This said, all's said."

Next we find our old Bro. Bill Poultney, days at Fleming Park, and Bro. Charlie Ewing, nights.

Here's where the operator is required to know all that goes on, in and outside of the yard, and it's no snap, is it, Bill? Bros. Burton, Frank Moore and Ewing and Poultney experienced a raise in salary, taking effect the first of October, and we all agree they deserved it.

Now we are out of the yards, and find Bro. L. L. Matthews, agent and operator. "Doc." is one of the finest men on the road.

At Montour Junction Bro. John Phillips keeps business moving.

At Coraopolis, one of the best towns on the pike, W. H. Clendenen, days. Ask Bill if he's selling tickets. Bro. A. R. Johnston works the night trick.

At Shousetown you will find Bro. T. C. O'Donovan. How's biz there, Tim?

At Shannopin, Mr. C. E. Reed, agent and operator.

Aliquippa, Bro. J. P. Robertson, days, Bro. J. H. McAdams, "night owl."

At "BG" tower, the best job on the system, you will find Bro. G. W. Schnoble, first trick. Bro. F. R. Cochran, second trick, and Bro. C. E. Brown, third trick.

At Beaver, the swell town, Bro. R. G. Stiffey, days, Bro. J. E. Hopwood, nights.

At Fallston, Bro. R. K. Dalrymple, days. "XO" is always on hand to help out. Bro. B. O. Mohn, nights, is always on look-out for "CR" reports.

Beaver Falls, Bro. C. S. Stanyard, days, Bro. C. A. Teerkes, nights. How much do you weigh now, Terk?

West Ellwood Jct., Mr. E. S. Harper, days, Bro. F. M. Carner, nights.

Wampum, Mr. E. L. Huff, agent and operator. Moravia, Mr. J. R. Miller, agent and operator.

New Castle Jct., Bro. H. B. Hunter, days, Mr. J. L. Gould, nights.

Edenburg, Mr. F. R. Hess, agent and operator, Bro. N. G. McClelland, nights.

Now over into Ohio at Lowellville, Bro. J. C. Johnston, days, and new man at night. Hope he is one of the boys.

At Struthers, Bro. Archy Mornes does the "OS."

Zy Haselton, Mr. Hartgrove, days, Mr. Gehart, nights.

Haselton, Mr. S. M. Watt, agent and operator.

Lake Shore Jct., Mr. D. J. Egan throws switches, days. Mr. J. B. Elliott, nights.

Yours in S. O. and D.,

BILL

From the O. R. & N.

As we hear very little from this Pike, will "step down and make a bow" and see if I can stir some of the boys, and especially, the "nons" up, as they all seem to be asleep. The greatest difficulty I find with the majority of the "nons"—the first question they ask is, "Where does the \$3.50 that is paid into the local Division go, what do we do with this amount?" Which they think is too high, and we find it hard work to convince them that it takes money to do anything really worth while. It is a very poor excuse for not joining our ranks. They don't seem to take into consideration what the order has done for others and will do for them. In most cases we find them, what Bro. J. R. T. A. would term, "the satisfied man." We must all use our best influence to get every member we can, and as soon as we can; we surely cannot accomplish much laying idle. When you see a "non" member approach the subject in a gentlemanly way and tell him where he is lacking in not joining and helping out the O. R. T., and subsequently himself. Say for instance, if every member would get a "non," how easily it would be to make the road solid O. R. T., then go before the officials of the road, like the S. P. boys did, and ask for a schedule to suit the amount of work done, and we would surely not be refused. Among the first things asked for should be to get rid of the caring for switch lights, and other outside work entirely foreign to telegrapher's work. This would make the work of the operator much lighter and his future prospects much brighter. We should all take an interest in this matter and not wait for one another to go ahead. If we all wait for the other fellow to help us start the ball rolling, we will be gray and ragged in the service and then be as far off as ever. Now, boys, every one of you, say a word for the Order the next time you meet a "non," show him your new card and bring the new button to the front and make his eyes water. When you have read your TELEGRAPHER mail it to a "non" and show us you are with us in spirit as well as name. We have quite a number of loyal boys on the Third Division who are doing a very good single-handed talk among the "nons" and it is to be hoped they will accomplish something, in which I know they will if they only keep it up. Thank the Lord for I know they will. I for one will have a big fat "non" for next pay-day, and Bro. C. has one in view. Bro. S., south of us, is a warm member, and may have one on the string also. Says if he don't get him, he will make it so hot the smoke will come out of his shoes. No, boys, when you have a little spare time, it will be a good idea to write a few lines and let everybody think we are right minded and not behind the times. Hoping to hear from some of the other boys along the line, will cut out for this time. Yours in S. O. and D.,

CENT. 301.

Baltimore Div. No. 17.

Remembering our New Year's resolution to have No. 17 represented in the Division News Column, we will do this through the kindness of our editor. We feel that our members located out on the line shall not look in vain for something from their Division. They are all interested in the work we are doing, though being situated so as not to be able to be present regularly and assist in conducting the affairs of the Order. It is therefore a duty we owe to our brothers out on the line to keep them advised through the columns of the official organ.

Were you at the smoker? Of course you were. If not, you lose. January 17th was the evening and it was a grand success all through, about 125 being present. The unfavorable conditions of the weather no doubt kept a number from attending. The cigars were pronounced strictly O. K., and the speeches, they were very fine; and we desire to make special mention of the remarks of John R. Boblits and Bro. Frank Cole upon the benefits to be derived by our organizations. We were also greatly honored by having with us Bro. Dryden, a member of the Maryland Legislature, now in session at Annapolis, Md. Bro. Dryden is one of the staunch O. R. T. members on the New York, Philadelphia & Norfolk R. R. He was introduced by Bro. Finnar, and favored us with a very interesting and instructive speech, and urging us to continue in our good work thoroughly organizing the telegraphers. After the close of Bro. Dryden's remarks, more Perfectos were passed around, after which quite a number of others spoke upon various topics.

Bro. Finnar, who presided during the evening, in a few well chosen remarks, congratulated and thanking all present who contributed towards making the evening's entertainment a success.

We appreciate the encouragement given us by the brothers from the four sister organizations, and may we all continue to give each other our co-operation in the struggle for the advancement of the railroad men.

We regret to announce the death of Bro. G. W. Bierman, one of our most popular members, and employed by the B. & O. R. R., as relief operator between Baltimore and Washington, D. C., and highly respected and esteemed by all who knew him. The sympathy of Division 17 is extended to his family. Bros. Hindle, McGrath, Kirk, Coniff, Donnellan and Latchford acted as pallbearers.

It is very gratifying to note the splendid work some of our brothers are doing, and among them Bro. Carvel, who secured twelve new members since the first of January. This certainly demonstrates what can be accomplished by doing a little soliciting among our friends. Will others take the hint and do likewise.

In our next we shall have something to say about the boys on the Pennsylvania R. R.

"BN."

PROVIDENCE DIV. No. 35.

The first regular meeting of this Division, under the above number, was held January 6th, at our usual place for meeting, 193 Westminster street, Providence, R. I., with a normal attendance. Local President Geo. E. Joslin, absent, on account of sickness, his place being filled by Bro. A. L. Conant. Bro. John Wood acted in place of first assistant, Bro. M. D. Hodges, whom we understand was detained on account of increased duties, he having been promoted to the title of chief operator, having charge of all towermen, line-men and lampmen between Boston Switch, Pawtucket and Brayton avenue, Providence. Bro. Hedges, we congratulate you on this promotion, but don't let your ambition to rise keep you from your place in our lodge room. Among other absentees who are usually on hand, were Sisters Knickerson, Hattie McLean and Bonner. We have not learned whether they were sick or promoted. In Sister Hattie's absence, Bro. W. E. Rogers acted as Second Assistant, and Bro. P. J. Galligan, "our hero," acted as Marshall. Minutes of December meeting were read and accepted. Petition of J. E. Fulton went through the usual course, and we now congratulate him for having united with one of the most powerful influences for the good of mankind. Bill in favor of Bro. D. W. Dean for \$8.50, account general committee work, December 11th, was read, and voted paid. Bills of Secretary, amounting to \$5.35 were read and voted paid. Division also voted to loan four members the amount of their dues for term ending December 31st.

Notice was read from President Powell, that commencing January 1st, our Division number would be 35 instead of 256. The question of forming a System Division on the N. Y., N. H. & H. R. R. was debated on to some extent, resulting in the Secretary being instructed to notify President Powell that the members present at this meeting were in favor of forming a System Division. Since that time a ballot has been sent to each member, for your vote for or against this question. Please be prompt in filling same out and return as addressed.

Some one has asked, what has become of our social and entertainment committee of ten? Presumably they are possessed with an extraordinary amount of deliberation, and have not yet come to any decision about that grand ball. Let us hope their first move will be a good one.

Our Secretary's report for term ending December 31, shows 160 members in good standing, a very good showing, indeed, considering our trial of patient waiting for expected developments in our favor. Keep up courage, brothers, the world was not made in one day. Quite a number were dropped for non-payment of dues, and insurance assessments; that of course we must expect, as fickle-minded people are a class you can never depend on; they never make a success at anything, except that it is to hinder others from making progress more rapidly.

"He who enlisteth in our ranks and falleth back without cause, is unworthy of our sympathy and support in time of trouble."

Yours in S. O. and D.,
F. L. FOWLER,
Div. Cor.

Norfolk & Western Ry.

To the Members of System Div. 14, O. R. T.:

In entering upon the new year, it is very gratifying to me to state that the prospects for the future are unusually bright. New members are being added to the roll almost daily, and many old ones who had fallen behind are once again in the front ranks. Some are still lagging, with dues in arrears, but we hope they will soon join us in the march of progress and assist in bringing about a more thorough organization, which, according to our motto, is "What wins."

Since your committee secured the agreement, our intercourse with the officials has been of the most pleasant character, and I can assure you that it is the intention of the management to treat us fairly and as men. Let us reciprocate this kindly spirit by improved service and a constant endeavor to increase the company's business whenever possible. Our local chairmen have successfully adjusted quite a number of grievances, and Bro. W. H. Kirchmier, Asst. G. C., who, by the way, deserves great credit for his hard and faithful work for the organization, has recently adjusted some differences which could not be satisfactorily settled by the local chairmen, with Mr. Pascell, general superintendent, who received and treated him very courteously indeed, which fact should be greatly appreciated by all. If any of you have personal grievances, don't nurse it on the quiet and condemn the Order because conditions are unsatisfactory to you, but lay the matter before your local chairman, and if same is reasonable and just it will be taken up and adjusted.

There is another matter I would like to call your attention to. I understand that some of you who do not hesitate to ask out thirty minutes or one hour during the day or getting "GN" at 5 or 6 o'clock, make it a practice on the other hand of charging up every minute overtime made. If this is so, I hope it will be discontinued as the practice will surely work to the disadvantage of all. If we receive favors of this kind, we should be disposed to make returns. In closing, I wish to enjoin all non-members to come into the organization and lend a helping hand in the upbuilding of their profession. In return I can assure them that their interests will be looked after. We have just emerged from a hard campaign in better condition than ever before to cope with the problems of the future, and we hope that, with the hearty co-operation of all, we may be able to build upon the present foundation a schedule worthy of our united efforts.

Yours in S. O. and D.,
C. E. LAYMAN,

Troutvale, Va., Feb. 1, 1900.

G. C.

Toronto, Hamilton & Buffalo Ry.

The boys are working on the pike
 From early morn till late at night;
 And they are hoping day by day
 That they will surely get more pay.
 Burdick at Fenwick pounds the key
 As if dispatcher he would be;
 And he is married now 'tis said,
 So now the broom will pound his head.
 Hammond at Smithville runs the show—
 The ladies say he's rather slow;
 If he would join the O. R. T.,
 A lady-killer he could be.
 Staniland at Grassies holds it down,
 And Grassies is an awful town;
 Poor Billy he is spliced now, too;
 Sometimes he sends till things are blue.
 Miller at Winemount holds the hill—
 The girls all claim he's quite a pill;
 To Africa he says he'll go,
 To fight the Boers, "Nit, you know."
 Atkinson has gone away,
 To California, so they say,
 The wages for him were too small,
 And others will be gone by fall.
 Andrews took Dave Carnegie's place,
 For which a fine he had to face;
 In Boer land that's where he should be
 For going against the O. R. T.
 J. S. Ryan at Jerseyville,
 He always sets a pace to kill;
 You'd think the whole town was on fire
 When he lets loose upon the wire.

BERNARD.

St. Louis & San Francisco R. R.*Kansas City Division:—*

Every one is hustling for members on the K. C. Division and many new converts are being made. We hope to soon have it as solid as the Texas and St. Louis Divisions.

It is rumored that the wires will soon be taken out of Wishart Station. We hope that Bro. Lane will be as pleasantly located elsewhere.

Bro. Poage is agent at Bolivar, Mo.

Mr. C. M. Hadley was recently checked in at Walnut Grove, as agent.

Mr. C. M. Delozier is agent at Morrisville.

Bro. J. M. Robinson, agent at Flemington, has had much sickness in his family during the past few months. He is now on deck and we hope to hear him at his post daily.

Sister Mollie Hogan is night operator at Harrisonville.

We find Bro. W. W. Ayres at Latour looking after that station.

Bro. J. R. Johnson is holding down the agency at Gerster.

Bro. J. N. Steele, day operator at Belt Junction.

Division 32 lost a member January 22 by the death of Bro. C. E. Ahlvin formerly in "GI" office, Kansas City. The end came very suddenly at Temple Tex., from consumption. Particulars regarding same has not been received.

Brothers, as long as there is material to work on, let's work and try to get our division in first-class shape. Present the matter to the nons in a businesslike manner and they cannot help but see the advantages of thorough organization.

We expect to have a local board soon, which we hope will look after our interests carefully.

Div. Con.

C. R. R. of N. J.

Another month passed, and still there remain a few "nons," but won't take long to secure them, as there are but six or seven all told. The following changes have taken place this last month:

Bro. F. Melster, "CU" tower, Jersey City, has accepted a position with the Long Island R. R. We are all sorry to lose you, Frank, as I think the boys are not carrying out your order issued by you on telephone previous to your departure from "CU."

Bro. Frank Severling is still holding down Fiddler's "JF" office. Look out for them robbers, Frank; 656 brings them in every night.

Bro. T. J. Toman has been transferred to second trick "HY" Claremont tower.

Theo. Gray, ticket agent, Sewaren, N. J., and Miss Nellie B. Warford, of Frenchtown, N. J., were married at the home of the bride's parents on January 25, about 300 guests being present; a large number from Philadelphia and Trenton. Among those were the Hon. L. W. Miller and daughter Carrie, of Milford. They will hereafter reside in Sewaren, N. J.

Bro. M. J. Kelly, who left for Colorado Springs several months ago for the benefit of his health, we are glad to learn, has gained somewhat in avordupois since his advent in the West. Bro. M. J. Holoban is filling the bill very acceptably at "FX," days, during Bro. Kelly's absence.

"NR," Liberty street, has been closed since January 1st, hence Bros. O'Brien and J. Kelly, day and night operators, respectively, are out of employment since, and there is no reason why those men should not be given a chance elsewhere, as they are both good men and deserve better treatment; there is something radically wrong.

N. Y., O. & W. Railway.*Scranton Division:—*

Commencing January 1, 1900, we started the good work of organizing a few of the Scranton Division men in connection with Wilkes Barre Division No. 67, and by January 1, 1901, we hope to have the majority of the brass pounders and agents within the fold.

Bro. E. F. McLean, agent Winwood, was called to Oswego, N. Y., by the illness of his mother.

Mr. Bell, of Poyntell, is temporarily filling the vacancy.

Bro. Custer has been appointed ticket agent at the Scranton office, vice J. K. Hine, deceased.

Bro. Hotchkiss, agent Olyphant, has finally succeeded in getting a helper to attend to the freight work.

Bro. Gilleran, agent Carbondale yard, has resumed work after ten days on the sick list with sore throat. Rumor has it that the Wayne County air is the only relief for this ailment. However, glad to hear you on the wire again, "GN."

Ed McCarty, of Mayfield, is holding down the owl trick at Arson in the absence of Operator McCoy.

E. F. McLEAN.

Wilmington, Del., Div. No. 58.

Division No. 58 met Tuesday evening, February 20, at our rooms in the Western Union Building, Third and Market Streets, with an attendance of about eleven members. This is not right, considering our large membership, and I earnestly hope that it will be larger at our next meeting on March 20.

Among the many new things considered was a side issue called the "Busy Bees," which from now on will be a permanent addition to our Division. If you are not acquainted with the workings of this new departure, come around next meeting night and get into the hive and share the honey which they are expected to scatter among us.

The notice of an assessment on account of the General Committee for the P. R. R., east of Pittsburgh, was read and all present, especially P. R. R. men, were glad to hear that something is being done, and felt better to know that at last they had made a step forward. May the good work go on.

Applications from two operators were read and placed in the usual channel, and we expect several more next meeting night.

One thousand dollars were unanimously voted to the new Cathedral at Smokerun; and Bro. Holten severely censured for his poor judgment of Bro. Bogan's excellent taste in selecting cigars. There are a few left, showing that Bro. Bogan was all right in recommending this brand—they are very lasting.

Drs. Stack and Bastian were on hand and undoubtedly saved Bro. A.'s life with a timely pill which they administered.

Just before the Division was called to order, Bro. Bogan spoke about some movings, which were highly edifying.

Bro. Frasher, that old wtach dog of the O. R. T., was on hand as usual, and gave us several interesting talks about various matters pertaining to the interests of our Order.

Bro. Holton was at his desk and was trying to smoke a Bogan cigar, eat an apple, take in the cash and deny that he ever made a joke, all at

the same time, and considering the difficulty of his performance, made a remarkable success of it.

Bro. Kelly was with us trying to boom the particular brand of baby coach that he handles at his furniture emporium, Eighth and French streets, Wilmington, Del., and sold one to Bro. Bogan, and one to Bro. Wentz, both of whom are married men, with large families.

Among others present were Bros. Kennedy, of Elkton, Md.; Miller, of Marshallton, Del., and McDonald, of Wilmington, Del.

Bro. Bogan had to leave at 10 p. m. Bro. Frasher took the chair and ably ruled the Division for the balance of the evening.

Meeting adjourned at 11 p. m., until March 20, and on that night we would like to see a turnout in proportion to our membership, as there will undoubtedly be many things of interest to all for discussion.

Bro. J. E. Hitch has been appointed ticket agent at Market Street Station, Wilmington, Del.; vice Mr. L. T. Layton, resigned. It is rumored that Mr. Wm. Fulton will likely be appointed to Bro. Hitch's former position of relief agent.

Bro. Merrick, agent at Cheswold, on the Delaware R. R., was in town one day last week. We are sorry that he could not have timed his visit at such a time that he could have availed himself of the opportunity of attending our meeting, as many of his friends would have been very much pleased to have grasped his hand.

Mr. Thos. Wise, of the Delaware R. R., has been appointed second trick copier at Clayton. This makes a vacancy as first relief agent on the Delaware R. R.

Div. Cor.

Macon, Ga., Div.

Met in regular session Sunday, February 11, with a large attendance, and President H. C. Garrison in the chair, and Bro. H. V. Cain in his accustomed place as secretary and treasurer.

Several new members initiated, and applications presented for several more. At this meeting it was voted to meet every second Sunday evening at 7:30, instead of in the forenoon. This will give our brothers and sisters, both on the Savannah and Atlanta Divisions, a convenient trip. Those south of Macon can come up on the evening train, No. 1, and return home on No. 4, same evening, and those north of here can come on No. 12, and return on No. 3 early enough to resume their duties at 7 a. m. We hope by this arrangement that all will take an interest in the monthly meetings, and as many as can possibly come will do so. If you can't talk any, it will be of much benefit to you to come and see what this grand old Division is doing for the Order and for each one of you. It has long been the idea of hundreds of non-members that should they join the O. R. T. it would sooner or later involve them in a "strike." I want every member in talking to the "nons," to first impress it on their minds indelibly that we have passed that period

wherein we were obliged to come in conflict with the railroads in order to secure from their management what we are entitled to, and it will be the remotest measure that a "strike" will ever be called, and the sooner this is fully understood the more interest the "nons" will take in becoming members of the O. R. T. It can only benefit its members; it certainly cannot injure them, or work detriment to their positions. If our members would show the "nons" what the Order has done for its members on one road, the schedule of which is in the February number, it will show that it is better to be a member in good standing than not one. We could fill this journal with proofs that it is to their interest physically, morally and financially to be a member of the O. R. T., but there is no use to do so. Our past and present status will prove it to all intelligent and fair-minded operators. Join our Order and help us to give every operator that can earn a living with the key an opportunity to be of some benefit to his family, more than simply a visitor between slaving hours. There is no reason why we should not have something more than what we eat and wear.

Items from the Central of Georgia System:—

Bro. John Rogers, the everlasting night man from the Block, was down to see us a few days ago. John looks natural, and as full of O. R. T. as a chew of Navy plug is of juice.

Sister Ida Samples still officiates as the day operator at West End. We have been expecting a wedding up that way, but guess that good-looking, dark mustache A. & W. P. conductor is too slow.

Sister Mattie Culpepper is still agent and operator at McPherson, and as handsome and pleasant as ever.

Bro. J. Shackelford is still night operator at East Point. Shack, you better quit fooling with "J," or your time next. See!

Bro. Will Landers, who has been night man at Hopeville for years, has been promoted to day man at East Point, vice Bro. Charlie White, transferred and promoted as agent at Jonesboro.

Bro. Ed Landers still agent and operator at Hopeville, where he is greatly admired and appreciated by all who know him.

Bro. J. T. Turnipseed is off for a few days' vacation and Mr. Paul H. Chapman, from the Georgia Road, is filling his place. This clever young operator is "extra" now on Second Division, and will soon be a member of our Order.

Bro. J. W. Perry, from Forsyth, was present at our last meeting. We can count on old "P." He is made of the right sort of stuff, even if he don't vote after seconding a motion. He is all right.

Bro. Crawford, who has been agent at Juniper, Ga., has secured a place with the G. S. & F. as clerk and operator at the yard office in Macon.

Bro. Newt. Hightower has resigned as operator and clerk for G. S. & F. in Macon, and has gone to New Orleans. We wish him much success wherever he may go.

Bro. J. J. Montgomery is with the Western Union at Athens, Ga., doing well, but is too far off to run out to "RN," and there is "only one" now to go out there.

Mr. F. P. Ayers, our chief dispatcher, has the sympathy of the entire Division, and we hope that his wife's health will soon be restored. If the earnest wishes of the boys could accomplish it, we are sure she would soon be well again.

We have no news from the First Division. Guess the boys are still alive down that way, although there is no evidence of it in shape of any items from them. If you want these letters to give all the changes, news, etc., you must let me have your dots by the 20th of each month. Address "Day Operator," Macon Junction. "Es. Ex."

Philadelphia Div. No. 30.

The Quaker City is always to the fore, if we did fail to appear in last issue, then we'll make amends for the future, and the "Cor." pleads not guilty.

The January-February journal in its new uniform looks well. May the good work continue.

As most all our good brothers know, there are two Divisions of the Order in this city, Nos. 30 and 4, and both meet right under the eaves of the City Hall (or better known as the Big White Elephant). No. 30 meets northwest corner Thirtieth and Arch Streets, third Friday every month. Division 4 meets in Odd Fellows' Temple (practically in same block with Division 30), Broad and Cherry Streets, on first Saturday evening monthly. Every brother is welcome at both places. There is always something of importance to each brother at both. All who can attend should do so. Division No. 4 gives its annual theater benefit this month.

Division No. 30 restored its permanent admission rate beginning January 1. Every brother should take an insurance policy at once. It is the most reasonable in existence. The \$1 fee admits to any one of the three classes; \$1,000 costs but \$7 per year, \$500 for \$3.50, and \$300 for \$2.45 per year. Payments made easy. Dues are \$9 per year, payable semi-annually in advance. We also pay sick benefits when applied for, and the cost for everything, including a \$300 policy, won't reach \$1 per month.

P. R. R., P. T. Division Notes:—

Our hustling Bro. M. E. Casey will shortly leave us for Charlotte, N. C., the proposed training grounds of the Philadelphia (American Association) baseball team. Mike has signed to play second base for the season.

The first of a series of shuffleboard matches for the P. T. amateur championship was pulled off at the Scott Hotel, January 19, between Bros.

H. D. Sell and J. J. Ryan, and Bros. James Hutton and J. A. Donohue, resulting in a victory for the latter team.

Recently quoted in the *Evening Bulletin* as being "in pickle," Bro. W. E. Hoopes is "still in it," posting at "A" tower on the Electro-Pneumatic. Bros. Ring and Gill hold down the first at "B."

Our honored and learned Bro. J. A. Donohue evidently contemplates entering the medical fraternity. Our assumption may be entirely unfounded, but from the air of mystery that has surrounded him for the past two or three months, and the fact that he is wearing his hair *a la* "Munyon" for some time, we are led to believe that he has something "*under his hat*." Positively no sarcasm intended.

Bro. Marr is working every day.

Work on the new tower at South Street is progressing rapidly.

Bro. Doran is again working regularly after a couple of weeks in the West, Adrian, Mich., and other points, on business and pleasure combined. His daughter accompanied him. Wash is general Eastern agent for the Page Woven Wire Fence Co., and also does a very extensive transfer movement to and from Ardmore (his home). Bro. J. K. Osmond worked "K" 3 to 11 in his absence.

Bro. W. H. Wivel has moved out amongst the "400" in West Philadelphia.

Atlantic City Division:—

"Delayed in transit," but will bear publicity.

Bro. L. D. Heath will soon leave "FX" and return to "CA" tower, Atlantic City. Luke is "O.K." with the levers.

Bro. J. M. Clark, of "CA," is off on sick list. It is to be hoped Bro. C. will soon be about again. Bro. D. Lee is working night trick at "BR."

Bro. Robinson is pleased with his new depot building. It is quite an improvement over the former one.

Bro. Stone is working nights at "HN" at present.

Bro. Howell has resigned at "FX" to locate in wider fields. Good luck, "FI."

Bro. Quicksall, how many foxes did you get while on your vacation? Better luck next time. Take good care of your new station. Hope you like it.

Bro. C. D. Heath is still at the old stand. "U" office suits Chas.

Bro. F. K. Lehman has settled down to business after his vacation. Long time coming, Fred. Better late than never.

Bros. Schnetzler and Lehman are entertaining. They take care of their friends. They work faithfully and have long hours.

Bro. Plank, agent at Ashland, also postmaster and justice of the peace, has gone into the coal business for a time. Wish you luck, Aaron.

Bro. Campbell of Division No. 118, likes his position as relief agent. He "bobs up" all over.

Bro. R. E. H. has settled down at "Q" after his two weeks' vacation. Congratulations, Bob.

Other brothers will not feel slighted. Your turn next. CERT. 222.

Cape May Division Notes:—

North Woodbury's armed with an "up-to-date,"

Further up there'll soon be more;

Bro. Lloyd at the Heights is feeling, OH great;

Glassboro now "flourishes four."

Wenonah is solid with Pitnam "a close,"

While Sewell means well—in a minute;

And our brother at Clayton, as we'll soon call them both,

And find both brothers at Newfield soon "in it."

South Vineland and Vineland will soon be in line,

With Millville a very close second;

Manumusklin to be there in a very short time,

Woodbine and Belleplain much sooner than reckoned.

Bros. Henderson and Marts 'way down on the branch,

Other branches have a few, too;

While Seaville, the agent, oh, yes, he is staunch,

The Bros. Riley, if left out, might feel "blue."
"169."

Fairmount Lodge, No. 333, of the B. of L. F., issued a pretty calender this year to its members. Something new, apparently, in this direction.

Bro. "Pap" Wilson has returned to duty after an absence of several weeks on account of sickness. Glad to see him back.

That O. R. T. "flashlight" taken at B. of R. T. ball in Reading was O. K.

The increase granted the engineers, firemen conductors and trainmen by the Pennsylvania received in their February pay, was acceptable, indeed. But what about—yes, 'tis true. Cronje has surrendered.

Enterprise Lodge, No. 75, B. of R. T., held their annual ball last month at ball room, Sixth and Vine Streets, with an exceptionally large attendance, about 1,500 persons being present. Many of the officials were present. The O. R. T. was well represented thereat.

Kensington Lodge, No. 113, B. of R. T., held their first annual ball in that district on the 23d of last month, and had a successful termination. Committees as follows: J. S. Spreng, G. C.; J. W. Showalter, Asst. C.; G. W. Pharo, F. M.; Committee of Arrangements—H. J. Minick, Ch.; D. W. Dowd, Sec.; J. S. Spreng, Treas.; J. J. Dorman, Jos. Showalter, J. F. Gaffney, G. J. McCreedy. Limited space at this time regretted.

February Session of Division 30:—

In neighborhood of thirty members present. All the officers in attendance. Committee on Petitions reports four applicants obligated during the month, and one petitioner referred to same committee for

final action. Question of Assessment No. 1 of General Committee on account of Pennsylvania lines east of Pittsburg (same appearing in last month's journal) taken up by Division, and decision made that Division 30 pay that portion of assessment for said members in this territory. Per capita tax of Pennsylvania State Legislative Board of Railway Employees ordered paid by Division.

After the long and faithful service of Bro. John J. Moxwell as secretary and treasurer of Division 30, he, on this occasion, presented his resignation to take effect at once. This action on his part was taken on account of work on hand and trouble with his eyes, which necessitates an operation in the near future. This move is to be regretted, and it is hoped that his successor will give equally effective service. Bro. J. Hutton was elected in his stead to fill the unexpired term.

Division adjourned at 11:45 p. m.

Div. Cor.

Pittsburg, Div. 52.

This Division held a well-attended meeting on February 17, with all officers present, except Outside Sentinel, Bro. Shank. On account of this brother being unable to attend to the duties of the office, as he is working nights, it was resolved to declare the office vacant, and dispensation was asked of President Powell to elect a successor to the office. Bros. Clendennen, Klingensmith and Smith were nominated.

Eight petitions for membership were read and acted upon.

Bro. R. M. Lynch, at Meyersdale, who has been sick for some time with fever, was reported as improving, and expected to go to work about March 15.

Bro. Jack B. Reynolds, of Kittanning, was reported ill with typhoid fever. We sympathize with "Jack," as he has only just recovered from a spell of confinement to the house on account of a broken leg.

The Division was honored with a visit from several new members of the Pennsylvania Railroad, who spoke under the head of "Good of the Order." They seemed pleased with the reception given them and promised to attend regularly. We were also delighted to see the smiling face of Bro. Lew Davis; also Bro. Dalrymple and Bro. Doyle. It is not often these brothers favor us with their presence, but we hope they will endeavor to do better in the future.

Bro. Dacres reported as still doing good work on the Pennsylvania Railroad, and he expects to have the entire Pittsburg, Southwest, West Pennsylvania and C. & C. Divisions, and Altoona Divisions in tip-top shape by the first of April, and from the encouragement he is receiving, it shows the boys and "ladies" on that road are with us in every way.

A sad accident occurred at Radebaugh, on the night of February 10, when Mr. Robert McCullough, a telegraph operator of Derry, and son of Division Foreman A. L. McCullough, was instantly killed by falling under the wheels of a west-bound train. He was soon to have been married to a Miss Campbell, of Indiana. Mr. McCullough was a prominent member of the Masonic Lodge of Latrobe, and was well liked by his fellow operators. He expected to have become a member of our Order in a few days, as he had sent his petition to a member of this Division. His parents and fiancée have our profoundest sympathy in this, their hour of bereavement.

Bro. F. M. Lockhart, of B. & O., has lately moved to another residence on Alameda Street, and says he likes the change very much. Frank is entitled to all the comforts he can get after pounding brass in "OD" twelve hours.

Bro. Polen, of Steubenville, paid this city a visit last week, and we were very glad to see him.

Bro. Konenkamp has just returned to work, after paying his old chum, Bro. Armsey, a visit. The following will probably explain. It was clipped from the *Pittsburg Post*: "A marriage license was issued yesterday to Edward A. Armsey, 2513 Carson Street, and Miss Ruth Condon, of West Elizabeth. Both are telegraph operators. The bride-elect some time ago, while in charge of the railroad office at Dravosburg, repelled two burglars after midnight by using her revolver. The story traveled over the country at the time, and she has received many letters about it, commending her pluck, one coming from Admiral Schley."

Mr. Armsey is an old member of this Division, and well liked by the operators on the Monongahela Division of the Pennsylvania Railroad, and he is to be congratulated in securing this lady for his wife. The last thing Bro. Armsey did before being wedded for life, was to give Bro. Konenkamp his dues for the entire year of 1900. The happy couple left on a visit to the East and will reside on the South Side after returning from their honeymoon. We tend the couple our congratulations and will look for the cigars at our next meeting, "Ed."

Bro. Hartsough has just returned to duty after a pleasant visit to his parents' home. He looks fully refreshed from the trip and says he feels like it.

We are just in receipt of information that Bro. H. C. Whitesell fell and injured himself internally, and that he is now confined to his bed. We hope the brother will soon be out and be himself once more. You have our sympathy, Harry.

Before cutting out, I would like to extend a cordial invitation to the new members along the Pittsburg Division of the Pennsylvania Railroad to pay the Division a visit at its meetings, especially those who are so situated that they can do so without any inconvenience, as to laying off, as there are many brothers who are located at

points where they can get back home after meeting is over. We hope you will come in and see what is done and how it is done, and we will then feel that the idea you have obtained as to our doing business in a business-like way is not without foundation. "JIMSEY."

Bluenose, Div. No. 237.

Brothers, have you seen how well the Drummond Division of the I. C. R. has been represented in the two last issues of our magazine? They knock us all to pieces. Come on, brothers, give us a helping hand. I am sure that there are some of you boys who are very clever with the pen. Why not come to the rescue? Your help shall be gladly accepted.

Having obtained a list of members in good standing from our local secretary, I find that in the last two issues of THE TELEGRAPHER in making mention of the boys along the line, that some seven or eight whom I addressed as brother, I am sorry to say, have been dropped from the roll, and have not even given the secretary their reasons for having been suspended. The fact of the matter is that some of them do not know enough for that. This is a very rude way of expressing it, but when one comes to think of the hardships that we have been subject to we cannot refrain from the remarks we make use of. On reliable information, ever since this road has been in operation the scale of wages to telegraphers has always been a very small one, in some cases the monthly salaries being as low as \$20. Others were more fortunate. They received \$25, and finally they reached the enormous sum of \$33.33. It was amusing sometimes to hear telegraphers discuss about their monthly salaries. Finally one fellow would say: "Well, I am in receipt of a letter from the boss, and he says that from this date my rate of pay shall be \$33.33." And he would, in turn, be greeted by his conversant: "\$33.33. Gee whiz! You are lucky. Wish I were in your shoes." If they had been advised that they were to receive a schedule of wages, such as the one we see in THE TELEGRAPHER we have just received, they would have dropped dead.

If I remember right, the O. R. T. first came to light on the I. C. R. in 1894, and between that and the first of July last, our General Committee struggled with the management, until at last they succeeded in obtaining the schedule which we have at the present, a decided improvement on what we previously had, although there is still room for further improvement—an improvement which I am sure we would get at no distant time if our boys would only stick together. What is the use in coming in for three or four months and dropping out again? It reminds me of that once popular song, "I Don't Want to Play in Your Yard." I have talked to several of the "nons," fellows who had once been in the fold, and their excuse was: "Well (and then a pause), the O. R. T. is no good on this road. Works fine on

the C. P. R., though." Brothers of the telegraph fraternity, if according to your doctrine that the O. R. T. is no good on the I. C. R., you have yourselves to blame for it; don't blame the Order. How do you expect others to help you if you do not try and help yourselves? We know that the Order is and has been a boon to the telegraphers on the C. P. R. Why? Because, when they joined the Order they stuck to it. The harvest they are now reaping is due to good, faithful work, and they were and are always ready to respond to the call of time. I am sure, brothers, we could be in the same position if we would only exert ourselves a little.

Yours in S. O. and D.,

W. A. KING.

Santa Fe System Division.

Bro. Gatch, of Isleta, was compelled to lay off on account of very serious trouble with his eyes. He is being relieved by Bro. McCarty, of Socorro, who was bumped off by Bro. W. H. Rhodes, as a result of closing Earham Station as a telegraph office.

Bro. Woods, who relieved Bro. Chalmers at San Marcial, when the latter embarked upon the sea of matrimony, was marked up as extra brakeman on the South End. He made one trip to El Paso, and, waxing patriotic, turned in badge and switchkey to join Uncle Sam's Signal Corps, and will soon go to the Philippine Islands. Good luck to you, "S."

Bro. F. S. Trickey, relief agent, was down joshing the push at Albuquerque the other day. Trickey is O. K., if he does go to Albuquerque to meet the California Limited.

Bro. W. R. Rupley is entertaining company this week and looked well with that pneumatic tire turn-out. Wonder if "RU" is going to follow the example set by Bro. Chalmers and "KN," and do the right thing?

Bro. Grant Selby is very unpopular with the wild ducks inhabiting the swamps adjacent to La Joya Station. They eschew him as the evil one. He has a ten gauge, loads it "plum full" and is a dead shot.

Bro. J. H. Knight, the old-timer at Upham, has located a mining claim in the Cavallo mountain range that promises to become a valuable property. Success to you, "HN." "KN."

Western Division:—

Mr. Tim Rouen is back in "R" office, Pueblo, Fourth Street. Believe this makes him an extra man now.

Mr. A. T. Ruggles relieved Bro. C. N. Kinney a few nights at Fountain the latter part of February, Bro. Kinney being down with the measles.

We hear new and different rumors about our dispatcher's office at Colorado Springs being moved, but none of them have yet materialized. The latest is that they will move to Denver.

The new office in Phila. Smelter, Pueblo, with Bro. Bennecke in charge, has been abolished, effective February 12. Harry now has the managementship in Pueblo "J" office.

Bro. Frank J. Shubert, who has had the night trick at Skinner's since that office was opened, resigned in January to enlist in the U. S. Signal Service. He left Denver, February 3, for San Francisco on his way to the Philippines. Bro. C. J. Jackson, of the O. S. L., relieved him.

Bro. F. W. Butts transferred, February 13, from "R," Pueblo, to "CP," Colorado Springs, where he relieved Mr. Smith, who goes on extra list. Mr. Smith relieved Bro. Frank Noble for a few days, while he attended the funeral of his brother-in-law, Sunday, February 25, in Manzanola.

Mr. A. T. Ruggles, who has been doing extra work, decided to enter the service of the Sugar Beet Factory people at Rocky Ford. "Rug" says he can hoe more beets and pull more weeds in a day than any man in the valley. "Rug" has at last struck his calling.

Last month we reported only three "nons" between Pueblo and Denver. Your correspondent is sorry he has to report one left this month. We want this man in our ranks, for a better man never filled out an application. That milk is "art," and Jo and Bill don't do a thing to it. The pigs in the pen do not fare as well as those in the house. You are always welcome.

Bro. J. W. Thompson was "bumped" from the night trick at Greenland by Bro. C. L. Higgins, an older man in the service. This is O. R. Tism for you, but we are all well pleased with it. None of us kick on an older man having his rights. Do we, Bill?

Mr. Andy Moorhead, the Santa Fe's most esteemed water service man, in charge of the water plant at Pring, anticipates a very pleasant trip to California. He has been in the employ a number of years.

Would like to advise the boys on the entire system that they will, in a short time, receive a subscription list, asking for ten cents to be given to Mrs. Frank Seymour, of Brazil, Ind. Her husband, formerly a trusted employe of the Vandalia Line, now deceased, has left a wife and two small children with no means of support. It is the intention, if possible, to build them a home. We assure you this is a very worthy case, but unfortunately Mr. Seymour was not a member of our noble Order. We trust this will be a lesson to all non-members in the country who happen to see this, or know of the matter. Please do not hesitate to give this small sum, as you will not miss it in the least. CERT. 236.

NOTICE.

Richard Williams, Cert. 599, Division 23, has been expelled from the Order for conduct unbecoming a member.

J. A. NEWMAN,
Local Secretary and Treasurer.

Erle Railway.

Delaware Division:—

F. D. Austin has accepted a position as ticket clerk with N. Y., N. H. & H. We are sorry to lose Frank.

Three new members on the Delaware Division this month, and we are confident that if we had the services of a good organizer with us for a week or so, this Division would be up with any Division on the Old Reliable. The boys are all heartily in favor of the Order, but it wants some good hustling brother who can explain things to get after them.

Bro. M. J. Cavanaugh has accepted a position in Newark, N. J. We are sorry to lose you, Mike, but wish you luck in your new field of labor. Peter will look after the babies.

A number of our brothers intend to be present at the meeting, March 3. We "13" Bro. Clancey is to be there. We hope there will be a good turnout to meet Bro. Clancey.

We understand the new tower at "KF" will be put in operation in the near future. It is the very latest model of signal towers, and is a handsome structure. Bro. Gallagher says the best feature about it is the location in summer time. It is the popular resort for the young ladies of "DE," but we are inclined to think, with seventeen levers, Bro. "JO" will have his hands full, but his being so popular among the ladies, no doubt he will find time to keep up his well-earned reputation.

Honesdale has been opened up as a night office. Extra Supt. Hetzel in charge. Up to his eyes in biz.

Extra agent Stoddard takes Austin's place at "KC." We hope to number him amongst the rest of the O. R. T. boys around "CO." By the way, "CO" is the banner town on the Division, having five brothers out of a possible seven. When we get Stoddard and Bird the town will be solid O. R. T. What! Are you fellows at "DE" and "FN" going to "take the back seat?"

We notice Bro. Kane, from "RJ," up to Parker's Glen. Wonder what is the attraction? He needs watching. No doubt a job for the printers.

Anyone having a mandolin to sell, please apply to Bro. Stratton at "HX" tower. He says courting without one is monotonous. Have courage, Milton, all's well that ends well. "Ha, ha." Keep off the grass. CERT. 231.

Susquehanna Division:—

A new office has been created on the Susquehanna Division (Block Inspector), and T. F. Pickley, from "RF" office, has been selected to fill the position. His appointment took effect about February 20. While this leaves a vacancy in "RF" office a few other changes have been made, as follows: Mr. Haight takes Mr. Pickley's place, Mr. J. A. Billings Mr. Haight's place, Mr. W. S. Sherman, from "AQ" tower, to take

J. A. Billings' place, Mr. Tubbs, from Corning freight house "FD" office, Mr. Sherman's place, and Mr. Wood, formerly from "ZY" tower, takes Mr. Tubbs' place at "FD."

Mr. C. E. Reilley, of "UO" tower is sick with measles, Bro. Bowyer working days during his sickness, and Mr. C. R. Cole is doing the "owl" act.

Mr. H. S. Owens, of Cameron, spent a few days in Pennsylvania, while Bro. Chase filled his place.

As this is our shortest month in the year, the boys all seem to be taking advantage of it, consequently but a few have lost any time, and therefore news is scarce.

Yours in S. O. and D.,

H. A. DREISBACH.

Lima Division:—

Bro. C. N. Aldrich, of "MQ" tower, days, is still after the "nons" in great shape. He is making good use of the "old mill" and his spare moments in telling the "nons" of the benefits derived from the O. R. T., and how he would like to see them "line up." Bro. "CN" is worthy of great praise.

We understand that several of our delinquent members have promised to "square up." Boys, this is for your own benefit. So let the correspondent have the pleasure, and opportunity, to mention your names as doing such in next issue.

Business on this Division is still heavy. Several flagmen have been promoted to conductors, and firemen to engineers, while they have employed a number of new brakemen.

There is a rumor circulating that Bro. Sale, of Kingsland, nights, is about to purchase a farm near Bluffton, Ind. How about this, Charley?

Bro. Connors, of Kenton depot, days, is very sick at present, relieved by Bro. Geo. Smith, regular night man. Extra Opr. Beal, nights. Just ask Bro. Geo. Smith how he enjoyed the "Policeman's Ball" on the night of February 22. We learn that "GS" shook his foot until the "wee hours in the morning."

Mr. F. H. Clements, agent at Elgin, O., resigned February 24, relieved by extra agent, Bro. H. E. Gerrard, of "KN" tower, nights. Mr. Clements is retiring to his farm near Knox, Ind.

Wonder how Bro. Teeple, days, at Decatur tower, is getting along. Bro. "KS" is so happy and contented since working days that we very seldom hear from him. However, we are glad to say that he is not asleep, but has his "eagle eye" on the O. R. T. boys.

We are glad to learn that Bro. Kindell, of "MQ" tower, nights, has secured judgment for \$4.25 against the Findlay, Ft. Wayne & Western R. R., on which Mrs. Kindell received injuries.

Bro. Cole, of DeCliff, nights, has accepted "RE" tower, Ohio City, nights, which was advertised the first of February.

Bro. H. E. Gerrard had the pleasure of receiving a very interesting letter from Bro. B. W.

Hopkins (an old-time telegrapher, and a son of our genial day man at "KN" tower). Bro. Hopkins is now located in Matanzas, Cuba, serving "Uncle Sam" as stenographer in Adjutant-General's office. While Bro. "H" has not railroaded for a long time, yet he carries an up-to-date O. R. T. card in his vest pocket, and THE TELEGRAPHER visits him every month.

Mr. I. J. Gushwa, an old-time telegrapher, and who has worked for the C. & E. for a number of years, has retired from railroad service, and we understand, is about to go into the restaurant business at Spencerville, O.

Bro. C. D. Teeple, of Decatur, is all smiles of late, the cause of which was the arrival of a fine girl baby at his house. Mother and child are getting along nicely, but we understand that Charley is not very well. Will have to remind you, Charley, that we still smoke.

We understand that Bro. Willis, of Uniondale, is contemplating going to South Africa to join the Boers.

Bro. J. F. Ewing still holding down Decatur tower, nights.

Now, boys, get a move on yourselves, and let's see if we can't get a few more to join us by this time next month.

CERT. 87.

Williamsport, Pa., Div. No. 24.

Our meeting Wednesday night, February 21, was called to order at 8:30 p. m., by our President. The weather was terrible and only a few of the brothers were present. Important business was disposed of, and in due season two new members were installed. I will say that for the past few meeting nights the goat has been kept busy, which has greatly encouraged some of our hard-working brothers.

I wish to call the attention of our brothers to the advantages Division 24 has over the majority of Divisions. We are situated where we have eight or ten railroads to work on, the three Divisions of the P. R. R., B. E. V. R. R., F. B. R. R., B. C. R. R., P. & R. R. R., M. C. R. R., and L. & T. R. R., to say nothing of the small branches of these roads. I am sure, with the advantages that I have just mentioned, that there is no reason why Division 24 should not be one of the foremost in this glorious O. R. T.

Brothers, I am afraid that there are some who have left the most of the work for only a few. What must be the feelings of these few when they find that *theirs* is the only work that is being done, and that some of those who had our Division's interest at heart were slowly dropping off? Put yourself for a few minutes in their place. Now, brothers, think this over. We can all do something, however small, if only to attend our meetings, when we meet one another with a cordial shake of the hand and a smiling face in our room, where we gather together to transact what business we may have, will give these few hard-working brothers the encouragement they

justly deserve and make us all feel that we have been well paid for the little trouble it took for us to get to these meetings. Think of it, brothers. One night a month, from three to four hours, at the longest, say four hours, and the twelve months making a total of forty-eight hours a year, which one of us cannot arrange to spend at least two-third's of this time for the benefit of so glorious a cause as the O. R. T.?

Bro. R. R. Staver has been holding down "RO" at nights for a short time. We are always glad to see Bro. Staver down in this direction.

I have just been informed that Mr. Greib and Bro. Stanley, of "SQ," were presented with several boxes of cigars; also pipes and tobacco, by the crews on Christmas for closing the switches at that point.

A man by the name of Joy, of Renovo, and acting as railroad detective for the Middle Division, has started a school of telegraphers in that town. We could not ascertain if this is to help Mr. Joy financially, or if he is afraid that the P. R. R. will some day run short of operators. However, Mr. Fisher, of Sunbury, and Mr. Joy, of Renovo, have taken it upon themselves to furnish first-class operators for small money, and to always have a full supply of this stock on hand in case of a rush. Come early, boys, and avoid the rush. Goods of the finest quality furnished in all shapes, sizes and color for small money.

We would be glad to see Bros. Williamson, Stanley and Shaffer's smiling faces at the meeting. Some time since we saw you, brothers.

Bro. T. M. Young has been working daylight at "CH" for a few days.

I wish to call your attention to a poem, written by one of our brothers, signed Cert. No. 3, and see how well he has hit the operators' troubles in this part of the country:

AN OPERATOR'S TROUBLES.

Only forty dollars a month
Is an operator's salary so neat;
It is not quite enough
To make both ends meet.

When pay day comes
He looks very serene,
When he goes in the car
To sign his name in green.

He cleans the lamps and fires,
Climbs poles and this and that;
And sometimes a drop of oil
Gets on his new hat.

His work is just the same
Day in and day out;
But has troubles of his own,
And this he doesn't doubt.

In his little ten-by-eight office
The switches he does throw,
That saves the trains from stopping—
Gives him exercise, you know.

Those little dots and dashes
He will never forget;
And now he's sorry he learned them
For the wages he gets.

He is careful in copying orders,
For a wreck he might make,
As just one little misfigure
Might put many lives at stake.

He sits in his little office
Twelve long hours every day,
And that big forty dollars
He says "is small pay."

If he sleeps five minutes
While on duty you see,
In trouble he will get
And a lay-off probably be.

Every month that he works,
A check to him is sent;
But that big forty dollars
Won't much more than pay his rent.

He hands orders on to trains
When they are going fast,
And if he gets too close,
Why that would be his last.

He can get a pass to ride on
If he asks for it, you know;
But sometimes he doesn't get it,
And then he don't go.

That long and dreary night
Out from his office he does peep,
To make that big forty dollars
While all other people sleep.

In winter time he is in the warm,
And on rainy days in the dry;
"This is quite nice," he says to himself,
"But that big month's check; Oh my!"

He sits in his little office all alone,
Every day in the week, and on Sundays, too;
And when that big forty dollars comes 'round,
It is so much, he don't know what to do.

He times every train that passes him by,
And reports them so nicely on the wire;
The trains will always be run, he knows,
But! will the wages ever get higher?

CERT. NO. 3.

B. R. & P. R. R.*Middle Division:—*

The February TELEGRAPHER was full of good things as usual. I doubt if any well-balanced non-member could read the schedule of the D. & R. G. R. R., and not wish himself connected with such an honorable and pay-raising organization.

It is gratifying to read that sixteen new members were recently initiated in Division 52, of Pittsburg, but no doubt this month will be an eye-opener, especially on the B. R. & P., as some operator, nearly every day or night, is heard on the wire asking an O. R. T. to send him application blanks, rates, etc. This means that the "eye-opener" is at work all the time, and will soon have a solid membership where it has long been needed.

Four months ago it would have been hard to find an up-to-date card, but now there is an average of one in each office. And this was done solely through the efforts of three or four individual members, showing what can be done without an organizer, just by writing a few letters and entering into simple explanations. Try it and see the result for yourself. I was not a little surprised a few days ago at receiving a letter from an operator of several years' experience, containing the following questions:

"How many applications shall I fill out?"

"Do I have to come to B— for a doctor's examination?"

"Do I have to come to B— for initiation?"

I wrote him a short letter and had a TELEGRAPHER sent. There you are. Fortunately, though, there are few cases like the above.

We hear very little from the Buffalo Division, though there are several staunch members to be found over there. The above course is recommended to them. I am sure Bro. Hallock, of Division 8, will be glad to lend his assistance.

Notes:—

On February 1 the following changes were made among the officers at Bradford:

Chief W. W. Brogan was made trainmaster of the Middle and Clearfield Divisions.

Chief E. I. Blair was made trainmaster of the Buffalo and Rochester Divisions.

G. W. Everts was appointed chief Dispatcher of the Middle Division.

J. J. Shay appointed chief dispatcher of the Buffalo Division.

A telegraph office has been opened at Whistletown, with Bro. Manross in charge, days, and Davis, nights. This was a long-needed move.

Mr. Wood, formerly with the train dispatcher's force of the N. & W., has been working three weeks at DuBois yard. Resigned to go into business. Opr. Scott takes his place.

Opr. Spanogle transferred from Ridgway, nights, to C. & M. Junction, nights. Mr. Gillon takes his place.

Opr. McCarthy, of J. & B. Junction, has been on the sick list for some time. Erie Opr. Frank is working in his place.

S. W. Potts, third trick dispatcher, made a business and pleasure trip to Clearfield during the month.

T. C. McCarthy, third trick dispatcher, Buffalo Division, was absent three weeks on account of sickness. Extra dispatcher Bradley relieved him.

Opr. J. J. Garin, copying nights at Bradford during the change, has now returned to Riverside Junction.

The road is being double-tracked between Bradford and Riverside. This will greatly facilitate the traffic.

On February 26, a new passenger service was inaugurated between Smethport and Bradford by the M. J. K. & R. Ry., using the B. R. & P. tracks from Newton to Bradford and return.

Fearing I am making this too long, I will close, wishing the brothers a grand success.

Yours in S. O. and D.,

"MAUD."

New York, Div. No. 44.

The first regular meeting of the month was held on February 7. All the officers were present, with the exception of First Vice-President J. C. Major, the vacancy being filled *pro tem.*, by Bro. T. A. Gleason.

A goodly number of petitions for membership was presented and acted upon favorably. The Order continues to grow.

This being initiation night, the general business was hurriedly finished. There were upwards of seventy members present, and each one in a state of anxious expectancy as to the outcome of the first real trial of the new and somewhat complicated ceremony. The writer regrets that it was impossible for him to be present, and is obliged to gather a partial description from the minutes, and some of the boys who were there, who say when asked about it: "You missed half your life. It was fine. The best yet. The real thing. Out o' sight," etc., etc.

Each one of the team did his part to perfection, and there was hardly a perceptible break or error. The candidates got all that was coming to them, and withal it was a general success.

This speaks well for Bro. R. E. Enright, the promoter and originator of the ceremony. This brother seems untiring in his efforts to promote growth and interest in our Division, and should have the earnest co-operation of every member.

An excellent lunch was served in the banquet room, and I assure you none of the good things were wasted. Following this the smoker was thoroughly enjoyed and enlivened by many well delivered and enthusiastic speeches, and there is enough material left to again fill the atmosphere with smoke.

Votes of thanks were tendered many members for their willing and successful performance of the various duties assigned them.

Much regret was manifested that the Grand Officers were unable to be present, as work of a serious nature called them elsewhere.

Bro. S. W. Hiller, of Philadelphia, Division No. 4, was present. Music was furnished by Bro. J. V. Luckett.

This was generally conceded to be the most interesting and best attended meeting since the Division was organized, March 5, 1895. Bro. J. F. Hinterleiter gave a detailed history of the Division from that date up to its present most prosperous state.

After fairly raising the roof with the patriotic song, "America," the boys departed for their homes at 1 o'clock a. m.

The second meeting was held on February 25, with about the average attendance, although an exceedingly cold and stormy day.

The official stations were filled *pro tem.*, as follows: President, R. E. Enright; First Vice-President, H. E. Place; Second Vice-President, J. S. Murphy; Marshal, M. McNamara. Regular Past President C. G. Curtis at his post as usual.

The regular order of business was performed, correspondence read, and bills ordered paid. You never find Division 44 in debt.

The matter of changing the day meeting was taken up and by a special ballot it was decided to change the meeting day to the third Tuesday of each month, at 10 o'clock a. m., instead of the fourth Sunday as heretofore.

An interesting half-hour was devoted to the good of the Order, after which the meeting closed at 12:45 p. m.

L. I. R. R. Notes:—

The heavy February snow storm found the company well prepared, and passenger traffic suffered very little.

News is somewhat scarce this month. Here are a few of the boys we have heard of:

Bro. T. R. Higgins is with the New Haven Road at Lafayette, R. I.

Bros. Gallagher and Hyde have exchanged positions, the former now at Blissville, days, and the latter at the Drawbridge, nights.

Bro. B. W. Sykes, whom we had lost trace of, has been located with an electrical firm in Philadelphia.

Bro. Frank Morganweck, former agent at Bay-side, is doing broker business at 45 Broadway, New York.

The Auditing Committee met at the house of S. & T., February 23, finding the accounts and financial condition of our Division in first-class order.

Bro. H. A. Kremp, of Glen Head, has been appointed agent at Woodside, the former agent, Bro. G. L. Hawkins, having gone into business in North Carolina.

Bro. J. J. Coniff has been working days at Jamaica during the absence of the regular day man.

Bro. J. J. Breen, for six years towerman at Mineola, has joined the ranks of Division 44. Another recruit at Floral Park, Bro. E. F. Bergin.

Bro. J. J. Eagan, formerly with the L. I. R. R., is with the Staten Island Ry. Co.

Mr. Jno. L. Single, the genial electrician on the Montauk Division, has at last become a benedict. The happy woman, a Mrs. Storm, of Plainfield, N. J. Though affiliated with a Storm, his many friends predict for the couple a long season of sunshine and blessedness.

Bros. V. D. Doty and W. E. McAndrews were calling on L. I. friends recently.

Bros. J. H. Rogers and G. W. Penny, who are sojourning for a fortnight in Colorado, are expected back by May 1.

Whitepot has a new tower, built on an up-to-date plan.

Bro. H. O. Easton and "VN" spent a few very pleasant days entertaining his mother and sister, of Mehoopany and Scranton, Pa., respectively, and taking in the sights of the great metropolis.

Bro. W. W. Dyer, of Ozone Park, L. I., recently visited his many friends, formerly Pennsylvanians, at L. I. City.

A new and welcome O. R. T. arrival at Queens Street tower, nights—Bro. Geo. Fox, of Roanoke, Va., Division 14.

Scattered about the Island we find Bros. Thos. P. Lawler at Garden City, S. A. Lewis at Far Rockaway, G. W. Lewis at Sea Cliff, and H. P. Nicholson at West Deer Park.

Bro. C. F. Capach continues to "bob up serenely" at all hours and places, relieving the boys who are sick or lucky enough to get an extra day off.

Many new arrivals on the L. I., and there will be many more in the near future on the opening of the summer season. It is gratifying to note the majority of these thus far are solid O. R. T. men, and many of those who are not, hasten to fall in line as soon as possible. These boys, who have been out of a job or are bran new, realize at once the personal benefit of our Order. In a broad view the benefits of the O. R. T. are not confined to its members, but are extended to all telegraphers. Can the "nons" not see this fact? Yes, they do see it. They tell you so, agree with you, and make all sorts of promises, and as soon as you are gone, settle down with the selfish satisfaction of having given you a game of "jolly," and, like a cemetery, are ready to take all that comes, and keep all they get.

This only applies to a certain class. There are others who promise you their support in good faith, and will join us as soon as circumstances will allow. There is a mistaken idea prevalent among "nons" that we are a selfish lot, and their common enemy. This is not true. It is not our

purpose to tear down and destroy, but rather, to build up and elevate. We are willing and desire to meet you half way, and give you the "lion's share" of benefits in return for a little of your cash and your moral support. "The proof of the pudding is in the eating thereof."

Boys, don't forget the meeting dates, the first Wednesday evening and third Tuesday morning of each month. With best wishes.

Yours in S. O. and D.,

J. H. VAN LOON,
Div. Cor.

St. Louis & San Francisco Railroad.

Texas Division:—

On February 1 Stanley Station was closed on account of business not justifying the company keeping an agent there.

We are sorry to announce that Bro. Kalby, night operator at Talihina, is on the sick list. Mr. Campbell is working at Talihina now, nights.

Business is good on the road at present. Lots of coal, cattle and fruit moving.

Mr. Powers still holds Cameron down as agent.

Wister, I. T., a junction point, is managed by Nolley, days, and Richards, nights. Both good men, and they do not have much spare time—all solid work.

Bro. C. F. Woodson is night man at Bengal. Bro. Woodson lately joined the O. R. T. We are glad to see him in the Order, and welcome him.

Bro. Taylor, formerly agent at Talihina, was transferred to Pettigrew, Ark. Not so many trains, but he will have to get fat so as to be able to rustle the freight into the warehouse, and there is lots of it. Go after it, brother.

Our big fat agent at Tuskahoma is working as hard as ever and losing flesh. Brace up, old man.

O'De, at Kosoma, is a rustler, and we say stick to the oars and you will come to the shore all right.

Paris is held down, days, by Bro. Pierce, who is an A No. 1 good man.

MORE ANON.

Kansas Division:—

Bro. O. E. Crain is agent at Lotham, and Bro. J. E. Jones at Atlanta.

Mr. W. M. Harp has been checked in as agent at Wilmot on account of H. E. Groom being sick.

W. F. Schofield was transferred from operator at Winfield to Oswego. He was relieved by Bro. B. T. Mason.

Mr. J. W. Donly handles the key at Arkansas City.

Bro. J. H. Constant is holding down Peckham Station.

One new application on the branch and one or two more expected.

Div. Cor.

Northern Pacific Railway.

Second District, Montana Division:—

Owing to falling off of business on this Division, not many changes occurring this month in the telegraph department.

Jim Seese, formerly manager at Billings, and more recently manager at Livingston, has been off for a couple of weeks, Bro. Crawford relieving, Callahan, nights.

Mr. E. G. Funk, second trick dispatcher, is laying off for the winter, being relieved by Mr. Lute, who takes third trick, while Mr. Snyder, third trick man, takes second. Funk, we understand is going to Milwaukee, "where it runs through the hydrants."

Bro. H. W. Cantrill, Muir, nights, transferred to Billings, days, relieved by Bro. C. S. Haynes, from Laurel.

Mr. Skidmore, agent Chestnut, laying off, being relieved by Mr. Davison, formerly days at Logan.

New night man at Chestnut, but he has just recently arrived, and have not been able, as yet, to learn his name or standing.

Bro. Redner, Bozeman, nights, who has been in the East, is again on duty at the old stand. Was relieved while off by Opr. Callahan, from Livingston.

Bro. Thompson, formerly of Logan and Lombard, is now at Winston, nights.

Bro. Temple, now on days at Logan. Mr. McLeod, from Livingston shops, on nights.

Bro. Steele, from Townsend, days, has entered the station service, and is now at Wilsey, on Rocky Fork Branch.

Opr. Jones, East Helena, has left the service, relieved by Opr. Boyden, a new man on the Division.

I understand the men at Townsend have made a change, Bro. Quinlan on days, and Bro. Cook on nights.

Of all the agents on this District, only one, to my knowledge, is a member of the Order. As it looks to a man up a tree, it is either a case of a No. 8 hat, or an indifference which is unaccountable for.

Brush up your memory a little, boys, and see if you can recall to mind what it was that obtained the overtime now paid agents by this company. No one knows better than these same agents, that if the Northern Pacific Railway Company would see fit to cut off such overtime they could not say them nay.

Therefore, a sober thought on this matter would teach any man the importance of becoming a member of the Order of Railroad Telegraphers. I am glad to know, however, most of the operators outside of agents are coming in and things have a much brighter look than a year ago.

DEAK.

C., H. & D. Ry.*Delphos Division:—*

Bro. Short, at "WM," says he can whip the best man on the Division that says he is not an O. R. T. man.

There are only a few "nons" on this Division now. Come on, boys, let's give them a chase and get them with us.

Think there will be a change soon on this Division. Hope everything will suit the boys.

Understand Bros. Berger and Lineman was up to buy Bro. "F" a game rooster at "ND" last week. Wonder if it's so. How about it, boys. Did you get it?

It is pleasant to work on the wire where there are no students. Presume some of the "nons" will sell a few in the spring.

Bro. J. Meyers was at "FA" last week. He says the Delphos girls are all O. K. What did you do with Callie, Jack, at "KS"?

Where is "Jim," "Doc" and "Jack S" got to? Someone said was on the D. & R. G. in the West. Write to your old chum and "playmate," boys, at same old stand.

Well, fellows, I'll close. When you can come up and "C" me, "U"ll find me at home. Will give you dinner. Have lots of corn cob soup and plenty of ox-tail soup, and a good supply of "Boiled Raspberries," "GN."

Div. Cor.

Canadian Pacific Railway Co.*Fort William and Winnipeg Divisions:—*

What's the matter with our "scribe?" It must be three months since I have seen anything from this section in THE TELEGRAPHER. Business has dropped off a little, but we are still on the "grow." Very few "nons" left to tell their tale. I will just mention a few things about "the boys" this time, and if this ever gets by the editor, I'll try again, and perhaps "tell you a thing or two" then.

The dispatchers are working through to Winnipeg now, and sometimes the three Divisions give them a "roast." A. W. Hodgson is chief, with D. W. Webster, F. Walker and A. Hatton first, second and third tricks respectively.

At Murillo we find Bro. Large, who saw the "error of his ways," and we are glad to say, now carries an up-to-date card.

At Kaministiquia, Bro. H. Whitfield is working half day and half night.

Bro. "Andy" MacDonald is back at Finmark, after spending a month "up the line." Bro. Floyd relieved him.

Bro. Hill is doing the "owl" act at Dexter.

J. H. Campbell is still at Savanne. Mr. Campbell is second oldest man on the Division.

At Carlstad we find Bro. Clinton "Monarch of ail he surveys." "AC" had a hard time of it lately, but is feeling O. K. again after a few days' rest under the doctor's care. Opr. Cullen relieved him.

There is a rumor afloat that "CS" was closed for a day last week and that Bro. Young made a flying trip to Ft. Wm., and did not return alone. 73's Charlie, old boy, and much joy.

At Bonhem we find Bro. O'Neill, one of the "board." "OA" says he don't like his hours. We don't blame him, but just wait awhile.

Bros. W. J. Uren, our local chairman, and F. J. Belleau, are back at Ignace again as agent and operator respectively, after filling a dispatcher's chair during the wheat rush. Opr. Callen is the third man at Ignace.

On the Wabigoon Section we came to Tache. A. B. McCay is agent, and Bro. Picken working nights. "FD" says he'll soon have Mac "with us" again. Let us hope he will. Come along, Mac, you were "all right" once.

Next comes Dinorwic with Bro. Cavanagh as agent, working from "15K" till "3K."

At Wabigoon Bro. Parlee replaces Mr. McCay, who has gone to Tache. "G" says "GO" is all right, but getting up at "2K" "is a different story."

The old reliable, Bro. Stone, still holds it down at Dryden from "23K" till "11K."

Bro. Brown, at Eagle River, is back after a two weeks' absence on account of sickness. Bro. Roney, the night man, relieved him, and Bro. Bonewell did the "owl" act. "BO" has gone East again. Nothing in sight just at present.

Bro. Killam, at "BA," is another half day and night agent. He works "11K" till "23K."

Bro. "Jimmy" Hodgins, days, and Bro. Bedard, nights, at Hawk Lake.

At Rat Portage, Bro. Gould is doing the "trick" days, and spare dispatcher Rocton, nights. Say, "DU," why don't you hand "JR" a form to fill out?

Bro. D. C. Campbell, at Kalmar, is away on a vacation. Rumor says he will not return alone. Bro. Agar is relieving him, and Bro. M. A. Campbell is working nights.

Next comes Rennie, with Bro. Russell as agent, and Opr. Dumas nights.

At Whitemouth, Bro. A. W. Fulmore is agent and a "right good fellow" he is, too.

Bro. Tighe is agent and "Mayor" of Molson.

At Tyndall, L. F. Fulmore days, and Bro. Healy, nights.

The old "war horse," Bro. J. J. Erskine, is still at East Selkirk. "Jack" is the senior agent on this Division, and solid, too.

"Winnipeg next station." Change cars for all points. Hoping you will find space for this "list" I'll cut out. "SLIM."

Lake Superior Division:—

A short report of this Division is as follows:

At Schreiber, Ont., we have the superintendent and dispatching offices. T. Hay, as superintendent, with three dispatchers, namely, E. Steacy, chief, who works first trick; H. B. Stevens, comes second, with E. P. Barker as third.

Proceeding, we will travel west. The first station we approach is Rossport, manned by G. A. Nicol, agent and operator.

Gravel River comes next, with A. J. Ward as agent and operator.

Mazokoma closed.

Nepigon, P. A. Leitch, agent, and M. H. Tupper, nights.

Wolf River, W. P. Morrow agent and operator.

Pearl River, Miss K. T. Morrow agent and operator.

Mackenzie closed.

Port Arthur, we have W. J. Gurney as agent, Mr. Kelly, day operator, and Opr. Coon, nights. Mr. Kelly, lately taken ill, is relieved days, by Opr. Coon, Opr. Miller filling Coon's place, nights.

Having now completed our journey westward, we will now "Travel East." At Schreiber we meet S. Carson agent, and Opr. Jack Fish. The regular agent and operator is C. W. Hemsworth, but owing to illness, the relieving agent, R. Chisholm, in charge.

Middleton, agent and operator, J. B. Brougham.

Port Caldwell, A. A. Baldwin.

Peninsula closed.

Heron Bay, as agent and day operator, P. A. Nicol, and E. J. Thomson, night operator, now relieved by M. Marsh while enjoying a few holidays.

Cache Lake closed.

Trudian, agent and operator, W. H. Baldwin.

Bremner closed.

Now to White River, the terminal point, we have as agent, Mr. McElroy and Opr. Lindsay, days, and Opr. Davis, nights.

OPERATOR H.

Ontario and Quebec Division:—

Our valuable journal having been enlightened so seldom during the previous year concerning the standing of the Order on this Division, some might be impressed that "nons" are in the majority. Below I will endeavor to convince you to the contrary.

Starting on the western terminus and cutting out at London, leaving east of there to some more gifted brother.

At Windsor we have two reliable men, Bro. O'Neill, days, Bro. Rykman, nights.

Bro. Purcell swings levers and answers wire at Walkerville Junction.

At Elmstead, Bro. Spafford does biz. in a box-car, the station there having burned down recently, through no error of Charley's, though.

A "non" presides at Belle River. All the boys on the Division have photos of him. It is needless to add he has a student.

Bro. Reed looks after affairs at Haycraft.

At Tilbury, days, Holman, our obliging brother, holds the reins, Bro. McVicar, nights.

Chatham is respectfully looked after by Bros. Gould and Jelly. The latter, our local chairman, is a hustler.

Our jolly Bro. E. Hesketh officiates at North Thamesville.

Bashwell has a very genial agent in the person of Bro. Smart, formerly agent at Guelph Junction. We trust Jack has benefited by the change.

Bro. Crother says North Newbury is O. K.

Bro. Address at North Glencoe, days, Bro. Newman, nights.

At Appin Junction, the old stand-by, Bro. Gilby, has the grip. Mr. Merrihen, of the relief staff, fills the chair.

Bro. Shaw, at Melrose, takes flying runs to Komoka to seal cars. He always carries his pop along, in case there might be a clay pigeon in sight. They say he is a bad actor with a gun.

We find three rattling good dispatchers at London, the terminus of the Windsor Section. All old O. R. T. men—A. L. Smith, first hours; W. Kellingsworth, second, and J. K. Savage, third.

Trusting some brother will take a tumble next month, I drop over.

CERT. 1515.

Pacific Division:—

Bro. Sharp has resumed duty as night operator at Golden. Bro. Sharp thanks those who so kindly manifested their sympathy with him in his great bereavement.

Bro. Donnelly has been transferred from Sixth Crossing to Hector.

Supt. Duchesnay and Dispatcher Downie spent a week at Calgary in conference with the superintendents and chief dispatchers from West of Ft. William. The meeting was called for the purpose of getting out a new set of rules and regulations.

Bro. Dunn has been suffering from an attack of nervous prostration at Barff.

Bro. Breeze, of Hector, has fallen heir to \$7,500, and promptly resigned. Bro. Breeze has a breezy way about him and is a famous story-teller, from which originated the phrase, "Give us a breeze," now heard all over Canada and the United States.

The "council of war" meets every evening in "DN" office. "MX" is chairman. Bro. Robinson is the "eminent military expert." Gen. Roberts always acts on the suggestions received from this council.

Opr. Kelly, formerly of Craigellachie, is the new night operator at Rogers' Pass.

Bro. Gainfort has enlisted in the "Strathcona Horse" for South Africa. Bro. G. is a fine horseman and a crack shot. He was once surrounded by six Indians, and had only three cartridges left, but by careful maneuvering he managed to get two Indians with their heads in line at a time and thus polished off his six enemies with three shots. Bro. Gainfort was presented with \$40 by friends at Field.

A new operator named McPhee is night operator at Komloops, Opr. McGregor going to Rossland.

A new man named Wallace is operator at Clanwilliam.

Bro. Jelly is reported to be writing a novel named "The Checker's Romance." The scene is New Orleans, the hero a checker (checking barrels of molasses on the levee) is surprised to hear "a low, musical voice" issuing from one of the barrels, the head of which is quickly removed, and the checker is confronted with a "very beautiful girl," who being too poor to pay her fare, has concealed herself in the barrel. The opening chapter is as follows: "And all of a sudden the dear girl continued to sit upon the sands gazing upon the briny deep, on whose bosom the tall ships went merrily by, laden, ah, who can tell, with how much joy and sorrow, and pine lumber and hopes and emigrants and salt fish?" What an assorted cargo!

The articles in February TELEGRAPHER signed Cert. 895 and Selkirk, are very able articles and reflect the opinions of a very large majority of the members on this Division. The express commission should, at least, be 10 per cent on local and 5 per cent on through express, originating East of Ft. William. The Eastern express companies all pay 10 per cent. I would be glad to hear through the columns of THE TELEGRAPHER from brothers employed on the Northern Pacific, Great Northern and Santa Fe (these roads operate in a territory similar to our own), what commissions are paid by the express companies covering above named systems. Some action must be taken concerning Article 3 in our schedule. This article is not being lived up to, as far as promotion from one section to another is concerned. A strong representative committee, composed of well-posted men, with good station records, should be elected to take this important matter up with the superintendents, strongly. No more dilly-dallying should be tolerated. Comparatively speaking this Division is the strongest on the System, only one "non" on it and if we want to keep up this good record, we must have a good committee, and back them up with our united support.

CERT. 744.

Pennsylvania Railroad Company.

It is a painful duty to chronicle the death of one whose excellent life has won and retained the respect of every operator on the Pittsburg Division, as well as a large circle of friends. On Saturday evening, February 10, 1900, Robert J. McCullough, one of the best-known operators on the Pittsburg Division, was suddenly called from earth to the Spirit world beyond.

The deceased was third trick operator at "GU," Greensburg, who relieved Bro. Monohan at 10:30 p. m. It was Mr. McCullough's habit to leave his home in Derry on Fast Line West to go to work, and as he was an experienced railroader, well up to the art of jumping from a moving train, and as No. 1 after leaving Greensburg Station had to contend with a heavy grade and sharp curve, for which the speed was usually moderated until after having passed the vicinity of Tower, he would ride up to the Tower and jump off in safety; but

on this occasion from some cause he missed his footing, his toe striking a switch box, which threw him under the pitiless wheels, fracturing his skull, breaking his neck, grinding his right arm off and crushing his right side, causing instantaneous death. He was found immediately by the night watchman, who, with the assistance of Bros. Monahan, Reed and Daniels, carried the remains into the Tower.

The funeral was under the auspices of the Masonic Order, of which he was a favorite member. He was also a member of the Order of Odd Fellows, and his life fully exemplified the virtues of "Friendship, Love and Truth," and in the sad march to the grave his friends of that Order were in the procession. The throng was swelled by the addition of a number of his "Comrades in Arms," last, but not least, forty telegraph operators, members of the Order of Railroad Telegraphers, by whom a lovely floral offering was presented.

He went out with Company M, 16th Regiment Pennsylvania Vol. of Jeannette, July, 1898, and remained with it as a "Corporal" until its return from Porto Rico. In speaking of the deceased we can truthfully say, he was an exemplary young man who enjoyed the respect of all. Bro. Monahan found his Bible in a drawer in the Tower, as it was his custom to read a chapter or two during the night. He had a premonition of approaching death caused by two dreams that met a fearful fulfillment. Another sad feature in the case is the fact that he was engaged to wed an estimable young lady of Derry, who, together with the stricken parents, will need the aid of the Comforter to enable them to say, "Thy will be done; The Lord has given and the Lord has taken away, blessed be the name of the Lord."

Our Brother, who has gone to that "Bourne from whence no traveler has e'er returned," squared his actions by the square of Virtue, and met his fellows upon the level plane of brotherly love, and while with the stricken mother we mingle our sympathies and regrets with her tears, we also remember that behind the cloud that has thus darkened a happy home, is the sunshine of a heavenly Father's love, and there can be no doubt but that our departed Brother has heard the sweet plaudit, "Well done, enter thou into the joy of thy Lord." Farewell, "RQ," Farewell.

Yours in S. O. and D.,

CERT. 1189, Div. 52.

The Big Four.

Indianapolis Division:—

It's rather a perplexity as to who "Cert. 136" is. Don't bet a saw ouck, "M," at "OK," you might lose. "D" can give you the merry ha, ha, this time.

The recent cold wave played havoc with the lads of our natural gas belt. They solicited "Black Diamonds" from passing trains. "K," at "CF," prays for a change of temperature.

If the ground-hog theory is a true one, our advice to knights of the key is don't put your heavy clothes into "soak" yet.

Wanted—A 20-foot ladder to deliver "198" to these sky-scraper engines.

"R," at "BF," we knew would not keep "57" open long intentionally; 'twas purely accidental, but nothing like that goes with "A," at "Z."

Ex. Agent Walgomot, of "HN," buried his 12-year-old daughter recently during his sojourn in the South. In his sorrow we sympathize with John and wife.

"H," the day "O.S.-er" at "K," vacated recently. "Q" did the act for him while extra Lyons slept the night trick.

Ike Mills, at one time agent, operator, express man, mail carrier, light tender, baggage master and chore boy at Parker City, Ind., has disconnected his entire self from Big "4" services and is now the owner of a handle factory at New Weston, O. Cess "M."

Those O. R. T. buttons are quite cut, and if you've paid dues till July 1 you can wear one. Notice it?

That genial (once little) Opr. Eckenrode, a former lever thrower and wire manipulator at "AN," and later with headquarters at "KY," has bade us all a fond farewell and is now a full fledged printer.

S. of "VA" did extra work at "HN" this month —had to walk three miles to sleep and eat. Ex's have it tough at first and tougher as regulars.

"SA" did the "owl" act on account of a slight wreck t'other night. You like it, "B?" Six hours overtime—no pay.

"HN," that gentlemanly owlet of a prominent village along the line, is a friend of the boys generally. He deserves a better reward, but promotion comes slowly. You will reap your reward in heaven, "HN." Be patient.

"O," at "AN," has an increased honor (?) attached to him, i. e., interchange freight house duties. The new building a long half mile from his regular office. A "mobile" would be handy.

"O," at "CY," is working a new deal just now. A hat scheme via the ticket plan.

There's a few or more "learning the trade" yet along the "pike." "Better stay on a farm awhile longer."

"K," at "YN," was compelled to dig up his law knowledge a few days ago over a horse shipment. "K" was the victor.

Yours in S. O. and D.,

CERT. 136.

C. & O. Ry., Div. No. 40.

Mr. G. W. Stevens, formerly General Manager of the Chesapeake and Ohio Railway Company, has been elected President of that company. The telegraphers on the Chesapeake and Ohio System were glad to see their friend promoted and sent the following telegram:

Balcony Falls, Va., Feb. 2, 1900.

To Mr. Geo. W. Stevens, President,

Richmond, Va :

"The members of the Order of Railroad Telegraphers on the System extend their congratulations and best wishes."

E. L. STRATTON,
General Chairman.

The following reply has been received:

Richmond, Va., Feb. 14, 1900.

My Dear Sir:—

"I am in receipt of your telegram of the 2nd inst. extending the congratulations of the members of the Order of Railroad Telegraphers. I appreciate very much the kind expression.

Yours truly,

GEO. W. STEVENS.

To Mr. E. L. Stratton,

General Chairman, O. R. T.,

Balcony Falls, Va.

Cincinnati, Lexington and Huntington Division Meeting.

Meeting called to order at 9:30 p. m. Local Chairman Bro. W. D. Hiser in chair. While the attendance was very good, there being fifteen members present, the weather was very cold and blustery, which kept many of the brothers away. We hope to make it up at our next meeting, March 24. Communication from General Chairman Stratton relative to an organizer, was read, and after several short talks from the different brothers, it was unanimously carried that Bro. W. H. Glenn, of Foster, Ky., canvass the Cincinnati Division for new members. The only petition for membership Bro. Hiser secured it for Wm. M. Meyers. By next month we should be able to have at least eight or ten; try and do your best, brothers. There was not a member present but who felt glad that he had come, as one brother said, "If I can't get the day man to come he surely will have to work for me and let me come!"

One thing I noticed in particular and it was we had two brothers that came 100 miles, while we have members a great deal closer that do not get out as they should. Brothers can't you arrange your business so you can attend as you always know a month ahead when our meetings are held? As Bros. Grogan and Hiser said, it surely made them think of "olden times" when Bros. Carter (now deceased) Adkins and Buck used to be with us, to see so many faces present. To the brothers on the Cincinnati Division: You promised to help Bro. Glenn. Now, please don't forget this, as one word sometimes does a great deal of good from one of you. One brother from the Lexington Division I noticed in town, but why he was not at our meeting probably Bro. Mutters can explain this to your satisfaction. Our General Chairman, Bro. Stratton, was to have

been with us, but, owing to the illness of his wife, it was impossible for him to be present. We had several good talks from the brothers, and at the close of the meeting Bro. Hiser opened up a good box of "Perfectos"—and I might say they were "Union Made"—which all the boys helped dispose of in a manner they seemed to enjoy. Our next meeting occurs on March 24 at usual place. Brothers, turn out and give Bro. Stratton, our General Chairman, a hearty welcome.

"ONE THAT WAS PRESENT."

Peninsula Division:—

After a diligent and prolonged search I fail to find in THE TELEGRAPHER for February the promised report of our Peninsula correspondent.

I want to have a talk with you all on the subject of System Divisions holding monthly meetings. I will use the Peninsula District and James River Division as my immediate subject, as I am more thoroughly acquainted with them and am very much interested, and exercised, that we make the meetings a success. I have talked this subject over right extensively with the men in my immediate vicinity, and others with whom I have met, and I am afraid that possibly I have made myself disagreeable to some. I do not wish to do this, however, but I believe I am right and I want to give you a chance to see where I stand, and judge me, and if you find anything in my platform worthy of adoption, I hope you will accept it. One of the most, if not the most, necessary requirements for the successful operation of our Order is a thorough state of organization. No one is better fitted, or more conveniently situated for the accomplishment of this work than we ourselves, as we can each do a little, and, all together, accomplish the work more expeditiously than a single organizer could. But when we sit down in our offices, write to a man now and then, or occasionally go to see one, we do not excite our full working capacity; or if we do, we are apt to think that we are the only ones that are working. It was so in my experience. Before the inauguration of these meetings of ours each month, I, as chairman of the division did what work I could, but it seemed to me impossible to excite interest in the others. Upon going to the Division room, finding there twenty-five or thirty brothers, who were equally as deeply interested as I, and working just as hard, and accomplishing just as much, I found I had lots of co-operation, and if possible went to work with greater zeal than ever. Who would not? Why not attend? You say "I can do no good, for I can't say anything," and if you were a deaf mute, Go, and by your example show that you are interested and in earnest. Example is one of the best teachers in the world. Even a monkey will try to do as he sees humanity do. There is always some matter of interest and importance to be talked over and attended to, some little grievance to be adjusted, or some vote to be

taken, in which we should have the universal sentiment of the Division's interest. We want you to have your say as to how these matters shall be disposed of, as to the adjustment of these grievances, and we want your vote to help render the decision that is going to affect you as much as any one else. What better or cheaper way can you suggest than the Division room, where the voting is fair, and every man is free, white and twenty-one? We have at a great inconvenience and after the most strenuous effort, made arrangements with the management to furnish, upon the application of the Local Chairman of each Division, passes for as many operators as wish to attend meetings. We must take advantage of this arrangement, for the officials will judge our strength by the number of passes requested each month, and as you know what a powerful and convincing argument strength is we must not under any circumstances allow ourselves to be underrated in this respect. Another excuse I hear frequently, is "I can't afford to lose the time." This is not necessary, as I do not believe there are many men, either O. R. T. or "non," who would not double a few hours so that his opposite trick could alternate with him in attending meetings. Do not be afraid to ask the Chief to allow this, as the management sanctions it. It being included in our agreement that operators attending meetings were to be carried on freight trains, it is not at all necessary to remain in town all night. Now Bro. Winn, if you have only one wife and she is afraid to stay alone while you are away, send her to the neighbors, as mother used to send me when I became superfluous.

Yes Bro. Perham I catch on to the threatening attitude of your goat. Just a few notes and then I am done.

Howdy, Bro. Bickers? We note with pleasure the appearance from time to time of your first-class articles, you do us good. Keep it up.

How about the increases in salary of the ten men per month being discontinued January 1? They didn't did it, did they? and why? Bundle up your thanks and express to Bro. E. L. Stratton, General Chairman, he's paid the freight and is always ready to do more than his share of work. We are fortunate in that we have two such indefatigable workers and business men as Bros. Stratton and Grogan at the head of our Division.

Now, boys, think the matter over, and you who "can" attend meetings. How many legs have you to stand on? Go over the matter carefully and see if you cannot cull from my arguments enough common sense to give you an attack of thought on the brain, which nothing but repeated doses of the Division room will relieve.

Yours in S. O. and D.,

L. G. BENTLEY.

Chairman.

Grand Division

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

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ADVERTISING.

All matters pertaining to advertising will be referred to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

NOTICE.

Card 4308 issued in favor of Certificate No. 411 Missouri Pacific Ry. System, Division No. 31, has been stolen and duplicate issued in its place. If presented please take up and return to this office with particulars.

H. B. PERHAM,
Secretary and Treasurer.

St. Louis, Mo.,
March 3, 1900.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. W. V. Powell, President, St. Louis, Mo.; H. B. Perham, Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairmen. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; G. C. Read, Local S. & T., 308 College st., Toronto, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

No. 2, WASHINGTON, D. C.—Meets 1st Saturday in each month at Society Templars' Hall, 5th and G Sts., N. W., Washington, D. C. E. F. Broome, Local Prest., Benning, D. C.; V. Marcinkowski, Local S. & T., 813 6th st., N. W., Washington, D. C.

No. 3, HARRISBURG, PA.—Meets 1st and 3d Sundays at 2 p. m., at Kinnard's Hall, Harrisburg, Pa. H. M. Fultz, Local Pres., 42 N. 13th st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m. at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. H. L. Brown, Local Pres., 3814 Parrish st., Philadelphia, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairmen, E. T. Nickel, G. C., Amsterdam, Mo.; P. H. Williams, Local S. & T., Amaret, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Millard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Local S. & T., Pine Bluff, Wyo.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 3d Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local Pres., 835 Elk st., Buffalo, N. Y.; F. A. Hallock, Local S. & T., 358 Massachusetts ave., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. W. B. Dobbins, Local Pres., North Vernon, Ind.; J. F. Davis, Local S. & T., Lock Box 70, North Vernon, Ind.

NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. H. Morris, Local Pres., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.

THE RAILROAD TELEGRAPHER.

- NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Local Pres., Orano, Me.; E. L. Keyes, Local S. & T., Great Works, Me.
- NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., at 619 6th st., Parkersburg, W. Va. P. Costello, Local Pres., Belpre, Ohio; G. J. Steurer, Local S. & T., 626 Depot st., Parkersburg, W. Va.
- NO. 13, DULUTH, MINN.—Meets 3d Sunday of each month at 8 p. m. at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Local Pres., 1620 Oaks av., West Superior, Wis.; V. M. Chapin, Local S. & T., Bostwick Flats, Duluth, Minn.
- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Local S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shepherd, Local Pres., Maxville, Ont.; R. E. Allison, Local S. & T., Greenfield, Ont.; P. D. Hamel, Asst. L. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. p., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. W. H. McNabb, Local Pres., St. Thomas, Ont.; B. Knight, Local S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 1st and 3d Thursday evenings at 205 Fayette st., Baltimore, Md. J. B. Coniff, Local Pres., 1206 Guilford ave., Baltimore, Md.; J. B. Finnan, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock p. m. at 1008 Lipscomb st., Fort Worth, Texas; C. A. Burton, Local Pres., H. & T. C. Ry., Frt. Office, Fort Worth, Texas; C. A. Burton, L. S. & T., 908 Jarvis st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, Local S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. J. E. Hunsberger, Gen'l Chairman, Elmwood Place, Ohio; A. C. Bushwaw, Local S. & T., 1617 East 5th st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subjects to call of Chairman. A. C. Eidson, Gen'l Chairman, Huntsdale, Mo.; L. D. McCoy, Local S. & T., Selma, Kan.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. W. T. Casey, Gen'l Chairman, Local Office, A. T. & S. F. Ry., Kansas City, Mo.; J. A. Newman, Local S. & T., Wicnita, Kan.
- NO. 24, WILLIAMSPORT, PA.—Meets 3d Wednesday of each month at 8 o'clock in the evening at Harmon's Hall, Lock Haven, Pa. A. T. Mulhern, Local Pres., Farrandsville, Pa.; N. F. Braucht, Local S. & T., McElhatton, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Local S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. D. Wright, Jr., Local Pres., Brunswick, Md.; E. L. Harrison, Local S. & T., Brunswick, Md.
- NO. 27, LOUISVILLE, KY.—Division covers the Louisville, Evansville & St. Louis Railroad system. Meets subject to call of Chairman. E. P. Roach, Gen'l Chairman, Germantown, Ill.; Jos. Watchinger, Jr., Local S. & T., Bartlesville, Ill.
- NO. 28, PEORIA, ILL.—Meets 3d Sunday afternoon at 2:30 at Odd Fellows' Hall, 122-124 S. Jefferson st., Peoria, Ill. J. R. T. Auston, Local Pres., Peoria, Ill.; F. M. Widmeyer, S. & T., 604 Ravine av., Peoria, Ill.
- NO. 29, NEW HAVEN, CONN.—Meets on 3d Sunday morning of each month at 10 o'clock at K. of P. Hall, 45 Wall st., Bridgeport, Conn. T. O. Tiger, Local Pres., 53 Broad st., Stamford, Conn.; John R. Cardinal, Local S. & T., 151 Wallace st., New Haven, Conn.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Local Pres., 1225 Sansom st., Philadelphia, Pa.; James Hutton, Local S. & T., 1464 N. 52nd st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; Jas. F. Burnett, Vice Gen'l Chairman, 1206 W. Markham st., Little Rock, Ark.; Sidney C. Mahanay, Local S. & T., Sherwood, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. A. R. VanGeisen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.

THE RAILROAD TELEGRAPHER.

- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.
- NO. 34, BOSTON, MASS.—Meets 1st Sunday, 10:30 a. m., and 3d Saturday, 8:30 p. m., of each month at Rathbone Hall, 694 Washington st., Boston, Mass. R. R. McDougall, Local Pres., 17 Northfield st., Boston, Mass.; C. R. Withrow, Local S. & T., Westville, N. H.
- NO. 35, PROVIDENCE, R. I.—Meets 1st Saturday in each month at 8:30 p. m., and 3d Tuesday at 9:30 a. m., at K. of P. Hall, 193 Westminster st., Providence, R. I. Geo. E. Joslin, Local Pres., Auburn, R. I.; F. L. Fowler, Local S. & T., Box 152, Auburn, R. I.
- NO. 36, ASHTABULA, O.—Meets last Saturday evening of each month at 8 o'clock, at Good's Hall, Center st., Ashtabula, O. J. M. Kennedy, Local Pres., Ashtabula, O.; T. D. Dellmin, Local S. & T., Gen'l Del., Youngstown, Ohio.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Galion, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Tuesday evening at 8 o'clock at N. E. corner Broad and Third sts., Columbus, Ohio. L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 727 N. 3d st., Saginaw, E. Side, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Kellogg, Wayne Co., W. Va.
- NO. 41, ST. JOHNSBURY, VT.—Meets 3d Wednesday of each month at 8 p. m., at K. of P. Hall, St. Johnsbury, Vt. C. A. Ranney, Local Pres., Danville, Vt.; E. M. Stone, Local S. & T., White River Junction, Vt.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 43, CONCORD, N. H.—Meets 3d Saturday of each month at 8 o'clock p. m. at Capital Hall, No 19 Warren st., Concord, N. H. W. H. Meserve, Local Pres., Penacook, N. H.; W. B. Drown, Local S. & T., 300 Center st., Newton, Mass.
- NO. 44, NEW YORK, N. Y.—Meets 1st Wednesday evening each month at 8 p. m., and 4th Sunday morning of each month at 10 o'clock, Brotherhood Hall, Third st. and East av., Long Island City, N. Y. P. H. Enright, Local Pres., 133 Felix st., Brooklyn, N. Y.; J. F. Hinterleiter, Local S. & T., 149 5th st., Long Island City, N. Y.
- NO. 45, SPRINGFIELD, MASS.—Meets 3d Sunday in each month at 2 o'clock p. m., at Central Labor Union Hall, S. E. Cor. Harrison av. and Dwight st., Springfield, Mass. D. J. O'Connell, Local Pres., 71 Everett st., Springfield, Mass.; J. B. Belding, Local S. & T., Gilbertville, Mass.
- NO. 46, WORCESTER, MASS.—Meets ——— F. H. Bates, Local Pres., Sterling Junction, Mass.; J. F. Mullen, Local S. & T., Clinton, Mass.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coalton, Ohio; H. C. Mitchell, Local S. & T., Uniaapolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairmen. R. P. Rubin, General Chairman; L. A. Tanquary, Local Sec'y, Cuchara Junction, Colo.; J. W. Brunton, Local Treas., 1321 Eighteenth av., Denver, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B, Portland, Ore.; A. O. Sinks, Local S. & T., Box 276, Portland, Ore.
- NO. 51, GROVE CITY, PA., Division covers P., B. & L. E. Ry. System. Meets subject to call of Chairman. William A. Gorton, Gen'l Chairman and Local S. & T., Grove City, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. S. J. Konenkamp, Local Pres., 2705 Jane st., S. S., Pittsburg, Pa.; J. W. Barber, Local Sec'y, 256 S. Highland av., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, ————Division covers the Southern Pacific Railway System. Meets subject to call of Chairmen. Geo. Estes, Gen'l Chairman, Roseburg, Ore.; W. R. King, Asst. Gen'l Chairman, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View Sta., San Francisco, Cal.

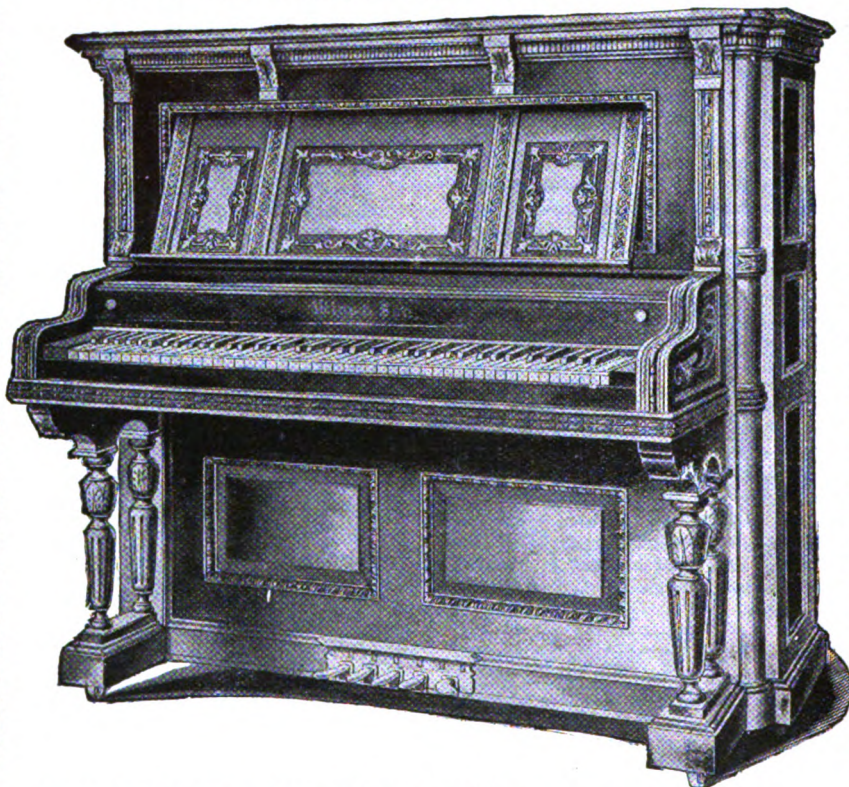
THE RAILROAD TELEGRAPHER.

- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. J. F. Coleman, Gen'l Chairman, Wickes, Mont.; E. A. Collins, Local S. & T., Eldridge, N. Dakota.
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; Wm. Carr, Local S. & T., Adena, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; W. H. Harris, Local S. & T., care H. & T. C. Frt. Depot, Fort Worth, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3 floor Western Union Bldg., 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemoor, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacock, N. H.; J. W. Flavin, Local S. & T., 3 Oak st., Concord, N. H.
- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; F. M. Galloway, Local S. & T., Dubois, Idaho.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Local Pres., Causapscal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. J. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnellton, W. Va.; F. C. Moran, Local S. & T., West Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 116 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Local Pres., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Offices, Ogden, Utah; C. N. Custead, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; O. L. Rudisail, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m. at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Sunday of each month at 2 p. m. at Brokaw's Hall, Cor. 8th and Locust sts., St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday evening of each month at 8 p. m. on 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., and 4th Sunday, at 2 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 626 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av. 3d floor, Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; V. H. Cain, S. & T., 769 Oak st., Macon, Ga.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.

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THE INSTRUMENTAL ATTACHMENT imitates perfectly the tones of the Mandolin, Guitar, Harp, Zither and Banjo. Music written for these instruments, with and without piano accompaniment, can be played just as perfectly by a single player on the piano as though rendered by a parlor orchestra.

Every Wing Piano is guaranteed for twelve (12) years against any defect in tone, action, workmanship or material.

N. B.—Special Prices and Terms to Railroad Men.

Hundreds of Railroad Men have bought the Wing Piano—READ THESE:

"The Wing Piano, Style 7, purchased from you in December, 1895, has proved itself to be all that you claimed. Its tone is the best I have ever heard, and its touch is superior to all. The case, quartered oak, is indeed the finest I have ever seen. My friends are all pleased with it, and I know you will have some more orders for the Wing Piano from this county. I also wish to express my appreciation of your generous and honorable dealings. You ought to have the trade of every railroad man."

Yours very truly,

GEO. E. BAGWELL, West Middlesex, Pa.
Member Cleveland, O., Division No. 62, O. R. T.

CLEVELAND, O., November 1, 1899.

From several years' dealings with Wing & Son in the matter of our advertising, I have found them to be reliable and punctilious. We believe they are worthy of the confidence and trust of all prospective piano purchasers.
(Signed), W. N. GATES, Advertising Manager.

SENT ON TRIAL, FREIGHT PREPAID. We will send this piano or your choice of four other styles to any part of the United States on trial (all freight paid by us), allow ample time for a thorough examination and trial in the home, and, if the instrument is in any particular unsatisfactory, we will take it back at our own expense. No conditions are attached to this trial. We ask for no advance payment, no deposit. We pay all freights in advance. Our object in offering these terms is to give everyone an opportunity to examine the Wing Piano free of expense or risk.

Over 18,000 Wing Pianos Manufactured and Sold in 30 years (since 1868).

WE WILL SEND FREE ON REQUEST "The Book of Complete Information about Pianos," 118 pages, handsomely bound in cloth. Everyone who intends to purchase a piano should have this book. Sent free on request, with twelve (12) pieces of music.

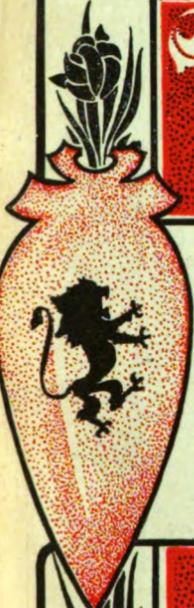
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WING & SON, 216 and 218 East 12th St., New York.

1868—31st Year—1899.

Vol. XVII. No. 4.

COLUMBIA April, 1900.



**THE
RAILROAD
TELEGRAPHER**

APR 18 1900



PUBLISHED AT ST. LOUIS MO.
BY THE ORDER OF RAILROAD TELEGRAPHERS.

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of the NEW MODELS 6, 7 and 8 of the

Remington Typewriter

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WYCKOFF, SEAMANS & BENEDICT, 327 Broadway, New York



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THE SMITH PREMIER TYPEWRITER CO.
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SECRETS.....

For Stenographers
Telegraph Operators
And Others.

SOME COMMENTS.

"The most elaborate treatise ever issued on the practical results obtainable by the proper use of carbon papers and ribbons."
"After digesting your new book, the operator who fails to secure perfect work in copying books in conjunction with typewritten matter, ought to find a new job."
"Every operator in the land needs the suggestions contained in your 'Secrets.' It would have saved us a whole lot of trouble and vexation of spirit."

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W. B. DODDRIDGE.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



ENTERED AT THE POST-OFFICE AT ST
LOUIS, MO., AS SECOND-CLASS MATTER.
Subscription Price, \$1.00 Per Year.

VOL. XVII.

APRIL, 1900.

No. 4.

EDITORIAL

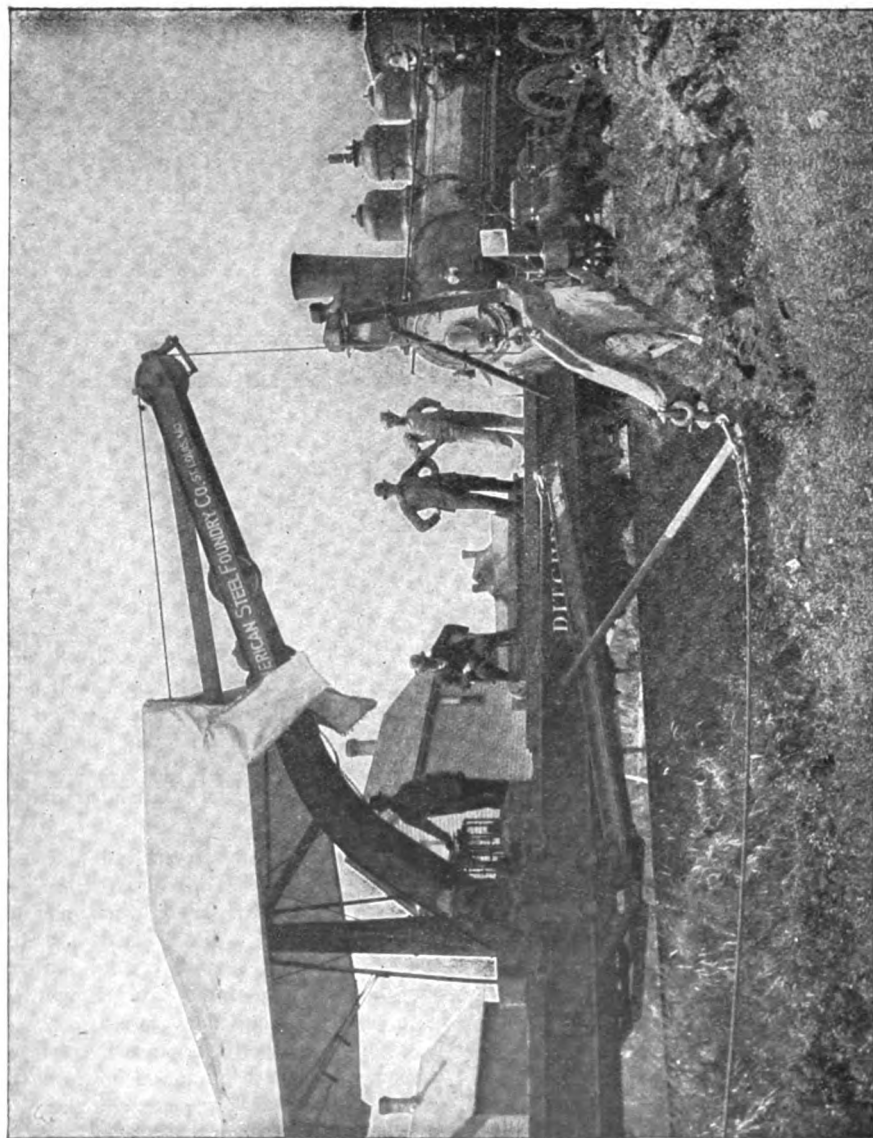
IN CASE OF A STRIKE.

SOME years ago the telegraphers in Spain, finding their grievances growing apace and no relief in sight, formed a secret organization and eventually went on a strike, which effectually called the attention of the authorities to their troubles and resulted in materially bettering their condition. The method they pursued was peculiar. At a certain time, which had been previously agreed upon, the telegraphers became deaf to their call and would do anything but receive messages. On account of the militarism predominant there such a course was necessary, and the Spanish telegraphers deserve credit for their courage and ingenuity. In one instance, it is said, a gun was pointed at the telegrapher, and he was ordered to call a certain station. He did as directed, but the telegrapher at the station he was calling did not recognize the usual signals and communication was therefore not established. The telegraphers of Spain succeeded in gaining full recognition, and had their grievances

adjusted by pursuing this course, whereas if they had not made the attempt their condition would have gradually deteriorated until they would have found themselves working for a bare subsistence, as some telegraphers do now in the United States, Canada and Mexico.

From correspondence received at headquarters it seems that the ideas of telegraphers are not clear as to what method should be pursued in the event of a strike. It is to be hoped that strikes for telegraphers are a thing of the past. Employers seem more willing now to grant what is right to properly organized employees without making them appeal to force to get recognition. A few years ago this was not the case.

However, it will not do to put away one of the principal defensive weapons that telegraphers can use with the idea that it will not be of any service to them any longer, because such a course would be sure to bring on trouble. Vigilance is the price of liberty. In times of peace we



A COMPRESSED AIR DITCHING CAR.

Invented by Mr. W. B. Doddridge.

The apparatus is a pneumatic ditcher and grader. The plow is entirely of steel and built on the same general plan as an ordinary farm plow. It weighs 3,000 pounds, and will cut a furrow varying in depth from one inch to two and one-half feet and two feet wide.

must be prepared for war. Capacity for making a good defense often prevents an assault.

Before a strike can be ordered a majority of the members affected by it must vote in favor of that action. Therefore, no telegrapher need fear that he will be hurried into a strike without having a voice in the matter.

At stations where only one telegrapher is employed, who acts as agent and general factotum for the station, when notice of a strike is received from proper authority, at the time specified the telegrapher will close the office for business and take good care of the funds and property belonging to the company until such time as he is checked out by a duly authorized representative of the railroad and express companies. No business of any kind should be transacted by the telegrapher, pending the arrival of the Traveling Auditor, or during the continuance of the strike. In case of being relieved and being checked out, it is better for the telegrapher to stay in the vicinity where he has been employed, unless he is requested to go elsewhere by the President of the Order.

At stations where the telegrapher has been occupying rooms in the station building the tenant is subject to such notice to vacate as is provided by the laws of the State, Province or Territory in which the tenant resides. In a majority of cases from ten to thirty days' notice is required. The demand for the premises is not usually made because they are needed, but merely in a spirit of coercion and intimidation. It should be borne in mind that the laws of the country are to be observed by officials as well as others, and that unlawful conduct on either side will pay the penalty.

In the Dominion of Canada evictions are prohibited by law between the first day of November and the first day of April.

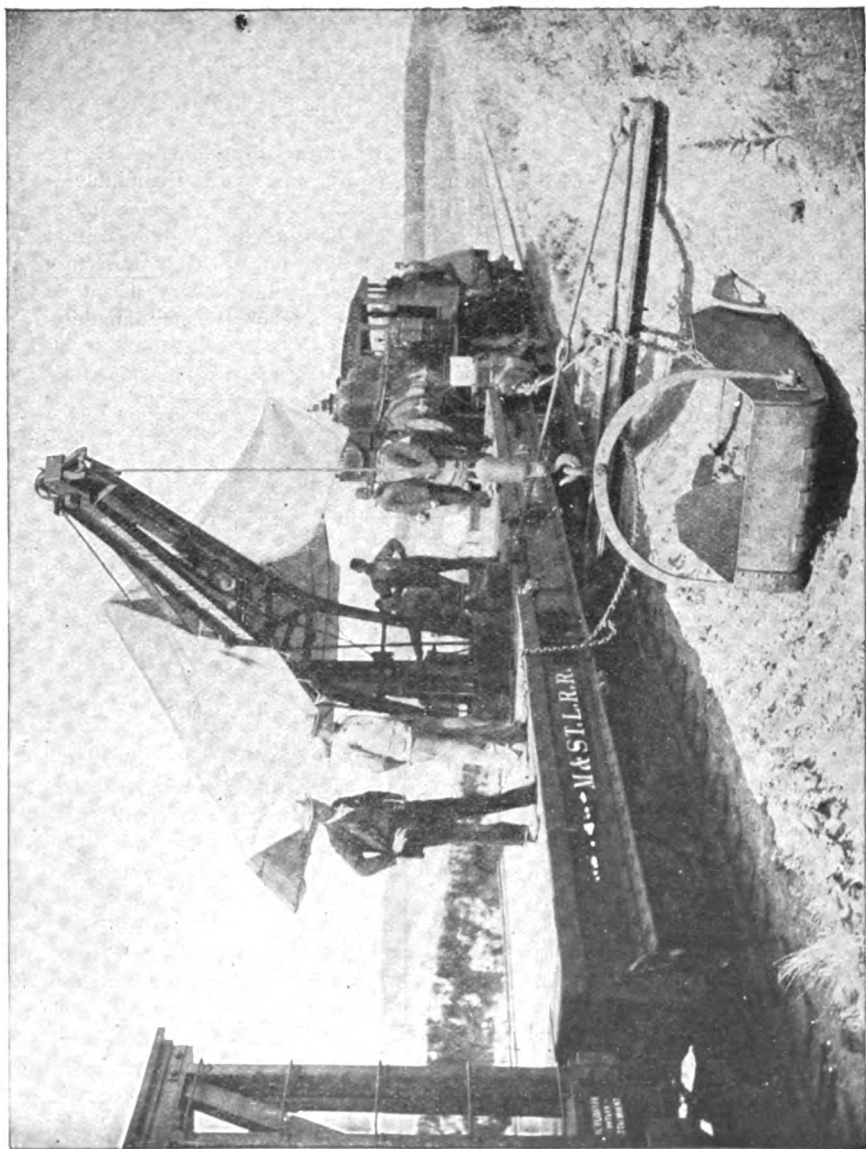
At stations where the telegrapher attends to ticket sales, checks baggage, bills freight, and acts in the capacity of agent's assistant, either night or day, he will decline to handle the telegraph key, pay no attention to the office call, and, in fact, perform no duties until properly relieved, or during the continuance of the strike. Unless otherwise

instructed, if the train signal is white when the time to quit arrives, it will be left in that position; if red, it will also be left in that position.

At stations where several telegraphers are employed who have no other duties to attend to but telegraphy, they will remain on hand at the office as usual until they are properly relieved. Meanwhile, no business of any kind will be transacted. Train dispatchers will make everything safe, and then transfer all orders up to the minute of quitting, the same as if they were going to be relieved at that minute. If they are not relieved, they will remain about the office until their regular time expires, meantime declining to receive or transmit anything over the wires. They will continue to come to the office at their regular hours until properly relieved from duty, but not for the purpose of transacting business.

When a scab shows up for work all lawful and peaceable means should be used to dissuade him from taking a striker's place. If these efforts prove unavailing, friends of the employes, patrons of the company, and members of labor organizations should be asked to exert what peaceable and lawful influence they may have with him.

Bond and surety companies will not interfere with striking telegraphers and agents, providing a proper accounting is made up to the time the strike took place. Telegraphers have a right to retain keys to property until such time as a transfer is made in same manner as was had when position was assumed. Receipt should be demanded and secured for everything, including freight, express, tickets, money orders, baggage checks, and the equipment of the station. There is no need to lose any sleep about the bond company bluff. Telegraphers should not allow themselves to be bull-dozed or brow-beaten, but affect a quiet reserve until the trouble is over. The actual business concerning the strike will be done by the President of the Order and the highest official on the railroad system—let them do the talking. In the event of any legal complications arising with which the telegrapher is unable to cope, the advice of some friendly attorney should be sought.



DODDRIDGE PNEUMATIC SCOOPER AT WORK.

The plow is guided by the cylinder on the side of the car, a jockey pole being connected to the piston and the beam on the plow. Should an obstruction be encountered, it is but the work of a moment for the operator to lift the plow to the top of the crane. The scoop is built of sheet steel; it is four and one-half feet wide at the front and four feet at the rear, and eight feet long.

Superintendents, Trainmasters and other officials are not authorized to issue arbitrary mandates or do things in violence of law or custom. No attention should be paid to special trains supposed to be loaded down with telegraphers. Oftentimes coaches filled with clerks and other employes are run over the line, and the rumor spread that they are telegraphers seeking employment, when it is merely an imposition and a bluff.

In the event of a strike, the President of the Order of Railroad Telegraphers is the recognized leader, and the order for the same must come from him. Telegraphers should not, under any circumstances, return to work until authorized to do so by the President of the Order. Any member or members inciting a strike or participating therein otherwise than as provided for in the Constitution, are liable to expulsion. It is scarcely necessary to add that nothing will be countenanced by the Organization that is calculated to injure life or property.

Telegraphers whose ordinary duty it is to look after such matters should see that switches are properly set at time the strike takes place, after that their responsibility ceases. It is obligatory that the greatest care should be taken, in order that the interests of the public may be safe-guarded, but as many persons as possible should be informed that a neglected class are asserting their rights, and until such time as their rights are recognized and admitted, that travel will be hazardous. Under such circumstances the traveling and shipping public will be fully in sympathy with the just demands of the men, and it is only necessary to retain their sympathy and good will to win any contest into which we may be forced.

THE LOUD BILL.



ONE of the most restrictive measures brought to public notice recently is that of the Loud Bill, which seeks to put further stumbling blocks in the path of the publisher. If this measure becomes a law, it will seriously hamper the work and injure the prospects of this organization. For that reason, members are

requested to read the bill carefully, and then write to Congressman representing their district to oppose the measure, stating their reasons.

Mr. Loud's Bill (H. R. 6071), introduced February 19, 1900, and referred to the Committee on the Post-Office and Post-Roads, reads as follows:

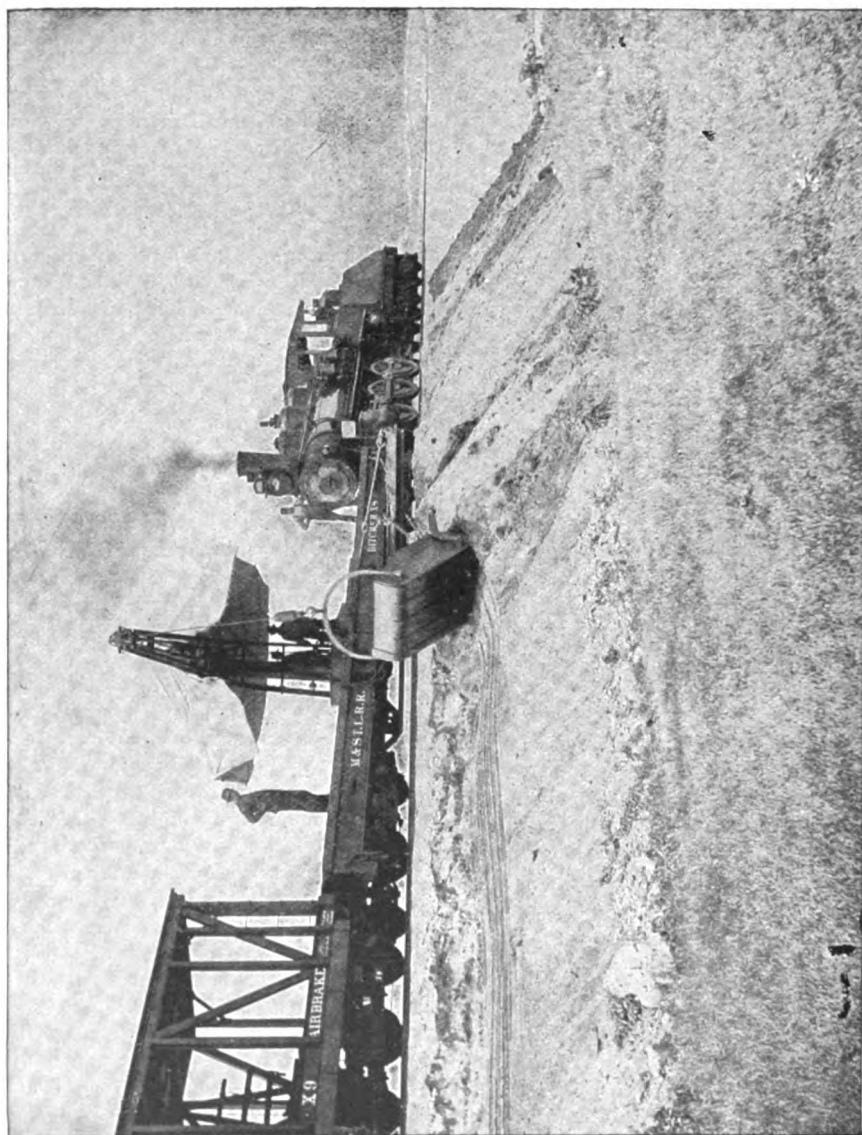
"A Bill to amend the postal laws relating to second-class mail matter.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That mailable matter of the second class shall embrace all newspapers and other periodical publications which are issued at stated intervals, and as frequently as four times a year, and are within the conditions named in this Act: *Provided,* That nothing herein contained shall be so construed as to admit to the second-class rate publications purporting to be issued periodically and to subscribers, but which are merely books, or reprints of books, whether they be issued complete or in parts, whether they be bound or unbound, whether they be sold by subscription or otherwise, or whether they purport to be premiums or supplements or parts of regular newspapers or periodicals."

(What, stop a poor boy from obtaining good books cheap, because some other boy may obtain bad books!—"Laws die; books never."—*Bulwer-Lytton.*)

"SEC. 2. That publications of the second class, except as provided in section twenty-five of the Act of March third, eighteen hundred and seventy-nine, when sent by the publisher thereof, and from the office of publication, excluding sample copies, *except as hereinafter provided,* or when sent from a news agency to actual subscribers thereto, or to other news agents, shall be entitled to transmission through the mails at one cent a pound or fraction thereof, such postage to be prepaid as now provided by law; *Provided, nevertheless,* That news agents shall not be allowed to return to news agents or publishers at the pound rate unsold periodical publications, but shall pay postage on the same at the rate of one cent for four ounces."

(Yon second-hand bookseller is second to none in the worth of the treasures which he dispenses.—*Leigh Hunt.*)



DODDRIDGE SCRAPER AND DITCHER AT WORK.

The scoop is attached to the beam by means of a short cable or hog chain, and, as mentioned above, travels as a sled at the side of the car any distance from the end of ties to sixteen feet out. There is a bale on the rear of the scoop to which is hooked the hoist cable. To dump the load, the power is applied to the hoist and up comes the rear of the scoop and the dirt slides out.

"SEC. 3. That after the formal admission to the mails as second-class matter of any newspaper or periodical under the conditions prescribed by section five of this Act, sample copies of any issue thereof, not differing in any respect from the copies sent to regular subscribers, may be mailed at the second-class rate, a number not in excess of fifty per centum of the bona fide subscription list of said newspaper, magazine, or other periodical. *Provided, that in no case shall the number of sample copies so mailed exceed five hundred copies of any one issue: And provided, further, That all sample copies of any second-class publication mailed in excess of the number allowed herein as second-class rates shall be paid for at a postage charge of half a cent for every two ounces or fraction thereof dispatched to one address, payable by stamps, to be attached.*"

(What, in the dawn of the 20th century, go back to the middle of the 19th, and require publishers to lick postage stamps!)

"SEC. 4. That all periodical publications regularly issued from a known place of publication at stated intervals as frequently as four times a year, by or under the auspices of benevolent or fraternal societies, trade unions, or orders organized under the lodge system, and having a bona fide membership of not less than one thousand persons, shall be entitled to the privilege of second-class mail matter: *Provided, That such matter shall be originated and published to further the objects and purposes of such society or order.*

"SEC. 5. That the conditions upon which a publication shall be admitted to the second class are as follows:

"First. It must regularly be issued at stated intervals as frequently as four times a year, bear a date of issue, and be numbered consecutively.

"Second. It must be issued from a known office of publication, which shall be shown by the publication itself.

"Third. It must be formed of printed paper sheets, without board, cloth, leather, or other substantial binding, such as distinguish printed books for preservation from periodical publications."

(You despise books; you whose whole lives are absorbed in the vanities of ambi-

tion, the pursuits of pleasure, or in indolence; but remember that all the known world, excepting only savage nations, is governed by books. —*Voltaire.*)

"Fourth. It must be originated and published for the dissemination of information of a public character, or devoted to literature, the sciences, arts, or some special industry, and must have a legitimate list of subscribers who voluntarily order and pay, or agree to pay, for the same:

(This means that after a subscriber's term is out, the paper can no longer be sent at pound rates—that will be the interpretation if the bill passes, you may depend on it!)

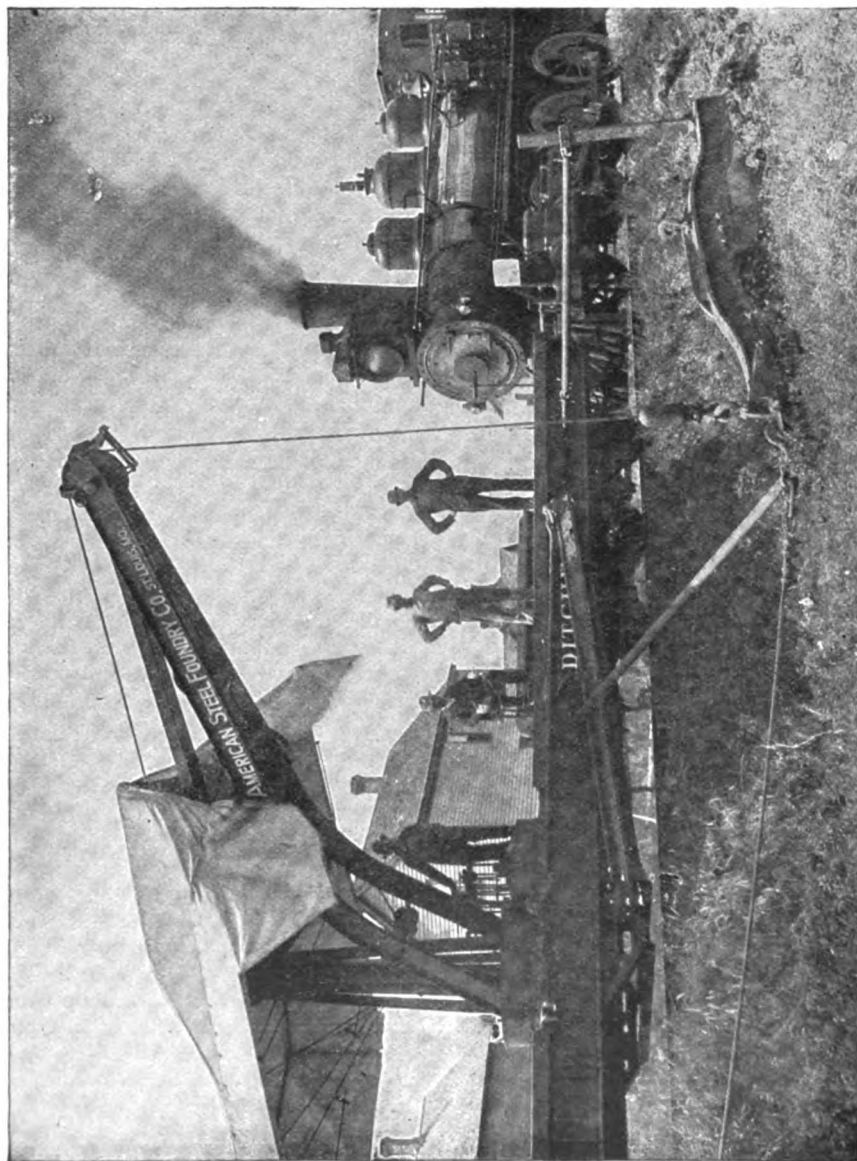
"*Provided, That nothing herein contained shall be so construed as to admit to the second-class rate regular publications, or any particular issue of any regular publications, designed primarily for advertising purposes, or for free circulation or for circulation at nominal rates: And provided, That all extra numbers of second-class publications sent by the publishers thereof, acting as the agent of an advertiser or purchaser, to addresses furnished by the latter, shall be subject to pay postage at the rate of one cent for every four ounces or fraction thereof: And provided further, That it shall not be permissible to mail any given article or articles, or any part of any particular number of a newspaper or periodical, segregated from the rest of the publication, except at the third-class rate of postage.*"

(Let the people read!)

"SEC. 6. That publishers and others whose publications shall be admitted as mail matter of the second class under the provisions of this Act shall be required, before depositing such mail matter in the post-office, to separate the same into United States mail sacks, or bundles, by States, cities, towns, and counties, as the Postmaster-General may direct."

(Do you know what this means? Do you know what a "town" is? "As the P. M. General may direct"—do you know what that means? What are P. O. mail clerks and carriers for, anyhow?)

(Our mailing list is arranged by Divisions and the member's certificate number is used as a key. This means that we shall do the sorting instead of Post Office employees.)



THE DODDRIDGE PNEUMATIC DITCHER AT WORK.

The plow is attached to the car in the following manner. The steel cable extends from the sill of the car to the front end of the plow. It is maintained at the desired distance from the track by a distance rod which can be shortened or lengthened, allowing the plow to do its work any distance from the end of ties to a maximum distance of sixteen feet.

"SEC. 7. That the Act of Congress in regard to second-class mail matter, approved July fifteenth, eighteen hundred and ninety-four, and all Acts or parts of Acts inconsistent with the provisions of this Act, be, and the same are hereby repealed.

"SEC. 8. That this Act shall take effect and be in force on and after July first, nineteen hundred."

(In a republic the universal dissemination of intelligence is our only safety.)

This is a big country and getting bigger all the time. It is going ahead, but such legislation as mentioned above is like a brake sticking on a "fast flyer." If THE RAILROAD TELEGRAPHER could be sent once or twice a year to every telegrapher who does not receive it regularly, it would mean a greater measure of prosperity for the telegrapher and the organization in the course of time. The Loud Bill would make the cost of mailing such sample copies prohibitory. Write your Congressional Representative about it.

W. B. DODDRIDGE.



R. W. B. DODDRIDGE, until recently General Manager of the Missouri Pacific Railway, was born at Circleville, Ohio, October 19, 1848. Entered railway service, 1866, as telegrapher, with the Pittsburg, Columbus & Cincinnati Railway, since which he has been consecutively, 1867 to January 1, 1889, on the Union Pacific Railway; 1867 to 1878, as agent; 1878 to 1882, Division Superintendent; 1882 to November 30, 1884, General Superintendent Idaho Division; April 1, 1887, to June 27, 1887, Superintendent Central Branch Union Pacific Railway, at Atchison, Kan.; June 27, 1887, to January 1, 1888, Superintendent, Central Branch Union Pacific and Western Division, Missouri Pacific Railway; January 1, 1889, to May 18, 1891, General Manager, St. Louis, Arkansas & Texas Railway; May 18, 1891, to May 9, 1893, General Manager, St. Louis Southwestern Railway, successor to the St. Louis, Arkansas & Texas Railway; May 9, 1893, to March 9, 1900, General Manager, Missouri Pacific Railway.

When the press announced the retirement of Mr. Doddridge as General Manager of the Missouri Pacific Railway's lines, it caused a feeling akin to sadness in the hearts of all classes of his employes, for they well knew, from years of association and dealing with him, that they had lost an employer who had treated them fairly and equitably, and whose disposition it was to relieve them of unnecessary burdens, and to make their employment as profitable and satisfactory as he consistently could.

As a gentleman, a disciplinarian and railway manager, Mr. Doddridge possesses but few equals, and no superiors. His acts of justice, and the many kindnesses shown to his employes, has so endeared him to them, that his name will never be forgotten, and wherever he goes, he carries with him their respect, confidence and good will, and best wishes for his future success.

If there were more men like Mr. Doddridge as managers of railways in North America, both the men and the companies would be very much better off.

A LABOR TICKET.

THE organized working people of Colorado seem determined to blaze a new trail for the benefit of others. They are not governed by precedent. They are too busy making them. On March 12th, the State Federation of Labor met in regular session at Pueblo, Col., and placed in nomination an entire State ticket, to be voted on at the fall election. In conformity with the rules of the Federation, a list of names for each office was voted on, and the three names receiving the highest number of votes were declared the nominees, subject to the action of a convention to be held later. The organized telegraphers of the State took a prominent part in this movement.

For Supreme Judge, Brother M. J. Galligan, of Division No. 49, received the highest number of votes. For Governor, Francis Carney, of Ouray, a widely known advocate of the Golden Rule, headed the list, while Brother L. A. Tanquary, of Division 49, was also elected a nominee, but afterwards declined to make the race for reasons that were accepted by the convention.

It is pleasing to note that Mrs. J. Q. Logan is one of the leading nominees for Superintendent of Schools. Sister Logan has been a consistent member of this organization for many years, and an ardent supporter of unionism.

Among the names mentioned on the platform committee is that of Brother C. M. Hurlbut, Secretary and Treasurer of Rocky Mountain Division, No. 77, at Denver. Brother R. P. Rubin, a prominent member of Division No. 49, was a delegate from Salida.

After the close of the nominations there were numerous addresses made by candidates and delegates, among them Judge M. J. Galligan, who came with a committee sent to bring him. He made only a short address, but it stirred the delegates up to the highest pitch of enthusiasm. His great plea was for equal and exact justice to all.


This information was gleaned from the columns of the *Pueblo Courier*. If there were any more of our members present than have been mentioned, they will probably be heard from later.

Interest centers in the nomination of Brother M. J. Galligan for Supreme Judge, who will doubtless be the nominee on other tickets. Brother Galligan was born in Washington County, Wisconsin, in the year 1854. He learned telegraphy in Iowa in the early seventies, and worked on the Chicago, Milwaukee & St. Paul and Union Pacific Railroads. While working for the U. P. as operator and agent, he borrowed law books from W. W. Corlett, of Cheyenne, Wyo., and other attorneys along the line between North Platte and Laramie. He was admitted to the bar, in Cheyenne, in 1879. He afterwards took a course in the law department of the Iowa State University, and graduated therefrom, in 1881. He afterwards hung out his shingle in Denver, and after practicing there for about a year, removed to Pueblo, where he has resided ever since.

He served two terms as Judge of the County Court of Pueblo County. Taking into consideration the number of cases appealed to the Court of Appeals and the Supreme Court during these two terms, only two were reversed, leaving the per cent of decisions affirmed larger than that of any

other Colorado trial court for a like period. He has been a member of the Order of Railroad Telegraphers for many years, and can be relied upon not only to give justice to labor, but to all other persons and interests whatsoever. The canvass of Judge Galligan should be the object of personal solicitation on the part of every railroad and telegraph employe in the State.

THE N. Y., N. H. & H. R. R. CASE.

 N March 22d, in the United States Circuit Court, Boston, Mass., Judge Lowell presiding, the cases of Almerin L. Ackley and Hugh J. Hill, respectively Superintendent and Chief Train Dispatcher of the Taunton Division of the New York, New Haven, and Hartford Railroad, a decision was handed down to the effect that the indictment alleged the offense in such a way that it was not demurrable. After hearing the arguments of counsel, the Court held the indictments to be sufficient, and overruled the demurrers and the motion to quash which were filed by the defendants. It will be remembered that these proceedings were instituted in defense of Brother Peter J. Galligan, who had been discriminated against, and dismissed from the service of the New York, New Haven & Hartford Railroad on account of his membership in the Order of Railroad Telegraphers.

Each defendant filed a demurrer to the indictment which are both alike, and read as follows:

"The defendant demurs to the indictment on the ground that each count wholly fails to set forth in any manner the domicile or citizenship or place of incorporation of the New York, New Haven & Hartford Railroad, alleged to be a railroad corporation duly organized and existing by law.

"Secondly, because each and every count alleges that Peter J. Galligan, against whom the defendant is charged with threatening and discriminating, is employed, actually engaged in the railroad train operation, and the railroad train service, and that said Chapter 370 of the Acts of Congress of the United States, which is the Act referred to in each count of the indictment, by Section 1, specially provides, 'That this Act

shall apply only to employes engaged in railroad train service.'

"Thirdly, because each count alleges that Galligan was a member of an organization known as the Order of Railroad Telegraphers, a more particular description of which association or members or organization thereof being to the jurors unknown, which allegation is so vague, uncertain, and indefinite as to wholly leave the defendant without means of ascertaining the nature of said association or officers or members thereof, and deprives him of the opportunity of meeting the essential allegation of said indictment and each count thereof, that the said Galligan was a member of such labor organization, which membership must depend on the knowledge of the particulars above referred to, as to which knowledge the jurors finding the indictment appear to have had no knowledge whatsoever."

The defendant also demurs to counts 1 and 3, because said counts allege that the defendant unlawfully, knowingly, designedly, and wilfully threatened the said Galligan without setting out whether said threats were by words or actions, and if by words, what words they were, or if by actions, what the threatening acts were.

As to the second and fourth counts, the defendant demurs because of the allegation that the defendant unlawfully, knowingly, wilfully, designedly, and unjustly discriminated against Galligan without stating that such discrimination was in favor of any other person or persons, or that any distinction was made between Galligan or any person or persons with reference to such discharge, and also because said allegation is vague, uncertain, and indefinite.

Lastly, the defendant demurs to all counts because Chapter 370 of the Acts of Congress of 1898, and particularly section 10 thereof, is unconstitutional and void, because it is not within the power of Congress to enact as a regulation of commerce.

The joinder sets up that the indictment is sufficient in law, and asks the court to compel the defendant to answer to the same.

The constitutional question was not argued, and, therefore, was not passed upon by the court. It will probably be raised

before the Supreme Court, should the case go to that tribunal.

The objection that the law under which the indictment was drawn is unconstitutional was not argued, and no opinion was expressed by Judge Lowell, except in that in the overruling of the demurrer the law is sustained. We understand from the Honorable Boyd B. Jones, United States Attorney, that counsel for the defendants have been notified to be ready for trial by May 22d, that being the earliest day the case could be tried in the Circuit Court, the indictment being pending in that Court.

The question now hinges upon the fact as to whether or not these officials violated the law as it stands. If our contentions are sustained in this matter, several other railroad officials that have thought it necessary to violate the law in their zeal-to do service for the company that hires them, will have a chance to air themselves in court in the near future. It is a remarkable state of affairs that railroad officials should take it upon themselves to dictate what associations or organizations their employes should or should not belong to.

OUR ADVERTISING.

It is with no small amount of pride that we call our members' attention to the advertising pages, and the constant increase thereon. Our March number shows twenty-one pages of cash advertising contracts as against fourteen pages a year ago. Since THE TELEGRAPHER has appeared in new dress with the January number, we have increased thirteen pages over the first quarter of 1899. This surely speaks for the appreciation that some of the leading advertisers in the country have for THE RAILROAD TELEGRAPHER, and not only its constituency, but it endorses the recent improvements installed.

Our advertising manager informs us that there will be no trouble about keeping up this increase if our readers will feel some little responsibility in reading the advertising, and if they see anything on our advertising pages that interests them, write, and *always* mention THE TELEGRAPHER, so that proper credit will be given.

In fact, we urge that a little enthusiasm be shown toward those who patronize us.

as the spirit of reciprocity will surely manifest itself, and our advertising department can be made a source of considerable revenue to the Order. Every care is taken in the matter of selecting responsible advertisers, and any case to the contrary that can be shown, the advertisement will be removed at once.

Patronize our advertisers!

SOME HEALTHY LAWS.

IF the courts did not seem so anxious to assist the corporations by putting strained constructions on the law, the law and the machinery of the courts would be in better repute with the working people.

Ever since the Debs incident, when the purpresture law was construed to operate against the leader of a strike, and in favor of the corporations, working people have been looking askance at the courts. Webster's definition of the word purpresture is, "Wrongful encroachment upon another's property; especially any encroachment upon, or inclosure of, that which should be common or public, as highways, rivers, harbors, forts, etc."

By the same wonderful process of reasoning that found Debs guilty of purpresture, the courts have construed the word boycott, when used by wage earners, to mean a conspiracy with the accompaniments of riot and disorder, and have used their power to suppress the same as if riot and disorder were impending or in progress.

These instances in all their flagrancy are of little consequence in comparison with the misuse of power in the matter of temporary and perpetual injunctions. The practice of issuing restraining injunctions, upon motion of the employer, against working people, who have found it necessary to unitedly quit their employment, is becoming a disgrace to American jurisprudence.

It is to be hoped that a change for the better will be brought about by Mr. Ridgely's bill, which was introduced in Congress in February. It seeks to limit the meaning of the word "conspiracy," and, also, the use of "restraining orders and injunctions," as applied to disputes between employes and employers in the District of Columbia

and Territories, or engaged in commerce between the several States, Districts of Columbia, and Territories, and with foreign nations. It reads as follows:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no agreement, combination, or contract by or between two or more persons to do, or procure to be done, or not to do, or procure not to be done, any act in contemplation or furtherance of any trade dispute between employers and employes in the District of Columbia, or in any Territory of the United States, or who may be engaged in trade or commerce between any Territory and another, or between any Territory, or Territories and any State or States, or the District of Columbia, or with foreign nations, or between the District of Columbia and any State or States, or foreign nations, shall be deemed criminal, nor shall those engaged therein be indictable or otherwise punishable for the crime of conspiracy, if such act committed by one person would not be punishable as a crime, nor shall such agreement, combination, or contract be considered as in restraint of trade or commerce, nor shall any restraining order or injunction be issued with relation thereto. Nothing in this Act shall exempt from punishment, otherwise than as herein excepted, any persons guilty of conspiracy, for which punishment is now provided by any Act of Congress, but such Act of Congress shall, as to the agreements, combinations, and contracts hereinbefore referred to, be construed as if this Act were therein contained."

This is known as House Bill No. 8917. It was introduced by Mr. Ridgely, of Kansas, on February 26, 1900, and was referred to the Committee on the Judiciary, and ordered to be printed.

Another bill, in which all telegraphers will be interested from humanitarian principles, is that of Senate Bill No. 3604, introduced by Mr. Cullom, of Illinois, which was read twice and referred to the Committee on Interstate Commerce. It is intended to amend the Act to promote the safety of employes, etc., by requiring the common carriers engaged in interstate

commerce to equip their cars with automatic couplers and continuous brakes, etc. It reads as follows:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be added to the Act entitled "An Act to promote the safety of employes and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes, and their locomotives with driving-wheel brakes, and for other purposes," approved March second, eighteen hundred and ninety-three, the following:

"SEC. 9. That where any collision of trains, where one of the trains is a passenger train, shall occur on a railroad of any common carrier engaged in interstate commerce by railroad, or where any passenger train, or any part of a passenger train, accidentally leaves the rails, it shall be the duty of the general superintendent or general manager, or other officer in general charge of the movement of trains on said road, to immediately institute an investigation into the causes of such accident and transmit a full and detailed report, under oath, showing the nature and causes thereof, to the Interstate Commerce Commission, at their office at Washington, District of Columbia. It shall also be the duty of any such common carrier to make to the Interstate Commerce Commission a monthly report, under oath, of all accidents which may occur to its passengers or employes, whether attended with loss of life or personal injury, and such report shall state the causes and circumstances connected therewith. That any common carrier failing to make such report within ten days after the end of any month, or failing to make report of any collision, or cars leaving the rails accidentally, as herein required, within ten days after the occurrence of such accident, shall be deemed guilty of a misdemeanor, and, upon conviction thereof by a court of competent jurisdiction, shall be punished by a fine of not less than one hundred dollars, and not more than five hundred dollars, for each and every offense, and for every day during which it shall fail to make such report after the time herein specified for making the same.

The failure of the superintendent, general manager, or other officer in charge of the movement of trains to make a report to the Interstate Commerce Commission as herein required, shall be deemed the offense of the carrier, as well as of such officer himself: *Provided*, That neither said report or any part thereof shall be admitted as evidence, or used for any purpose against such railroad so making such report in any suit or action for damages growing out of any matter mentioned in said report.

"SEC. 10. That the Interstate Commerce Commission is authorized to prescribe for such common carriers a method and form for making the reports in the foregoing section provided."

We would urge each telegrapher who can spare the time, to write to their Senators and Representatives, urging them to support these measures. The same letter should not refer to both measures, on account of the correspondence probably being referred to the committee which has charge of the bill. It would be as well for Divisions to adopt resolutions in regard to these bills, and have them forwarded to the proper party. Activity in this matter would cost very little, and the result would be well worth the attempt.

A FURTHER EXTENSION OF TIME UNDER THE SAFETY APPLI- ANCE ACT.

IN the matter of the application of certain railroad companies for the further extension of time within which to comply with the provisions of the Safety Appliance Act, which was approved March 2, 1893:

The Interstate Commerce Commission in its report and order concerning the same, state that some time before January 1, 1898, when the act, by its terms became effective, a large number of railroad companies embracing practically all the railroads of any importance operating in the United States, petitioned the Commission for an extension of time. These petitioners were heard on December 1, 1897, and upon consideration of the facts developed upon that hearing, an extension of two years was granted. It was then expected that within the time as extended, substantially all the carriers

would be able to so complete their equipment as to comply with the requirements of the act. In November, 1897, however, numerous petitions were filed, asking for further extension of time, and these petitions were set down for hearing at Washington on December 6th, general notice being given to the public.

The carriers based their claim to further relief mainly upon two grounds: First, that they have acted in good faith, having made satisfactory progress in the equipment of their cars, and all the progress that under the circumstances could have been reasonably expected.

Second, that to refuse to extend the time to put this law into effect on January 1st, would result in withdrawing from interstate traffic a large number of freight cars, to the great hardship both of the railways, which would thereby be compelled to refuse the traffic, and all the shipping public, which would thereby be denied the necessary facilities for the moving of its traffic.

The Interstate Commerce Commission was satisfied that the first claim of the railways was, in the main, well founded. The Commission's report states that upon the showing made, they thought it would be absolutely impossible for any company to complete its equipment by January 1, 1900. Two years ago, the Louisville & Nashville Railroad, out of almost 21,000 cars, had only 4,000 equipped. On December 1, 1899, that company had completed its equipment. The same thing is true, in a somewhat less degree, of several other companies.

The second position of the carriers is also, in the main, well taken, although it presents something of an anomaly. Two years, the excuse for not having completed their equipment was too little business; now the excuse is too much business. Then it was the financial depression of 1893, and the years following which had rendered it impossible for them to obtain the money with which to make the changes; to-day it is the abundance of traffic which renders it impossible to withdraw from service their cars for the purpose of receiving the equipment. All this is, however, substantially true.

The petitioners asked for one year. Representatives of the railway employees,

who appeared at the hearing, practically united in conceding that some further extension of time ought to be granted, and expressed various opinions as to the length of the extension.


The report of the Commission says that there is one consideration which leads them to proceed with great caution in extending this time. Recent investigations, undertaken by the Commission of its own motion, have developed the fact that these automatic couplers, and the attachments designed to render them automatic, although placed upon the cars, are not always kept in such condition that they couple and uncouple automatically. They are often suffered to remain out of repair, so that it is necessary for brakemen to go between the cars for the purpose of coupling and uncoupling. It constantly happens that they are used in connection with the old-fashioned link and pin coupler, and it is an undoubted fact that when what ought to be an automatic coupler ceases to be such, or when it is used in connection with the link and pin coupler, the hazard of the trainmen is greater than it would be were all cars equipped with the link and pin. Now, the prohibition of the law is against the using in interstate commerce of any car which will not couple and uncouple without the necessity of the employe going between the ends of the cars. Until all cars practically are equipped with such couplers, and until those couplers are kept in repair, it is manifest that those which are placed upon the cars are a menace rather than a protection to the men.

During the year ending July, 1898, 279 persons were killed, and 698 persons were injured in the coupling and uncoupling of cars. The theory of the act was that the use of these automatic appliances would very materially reduce the number of casualties resulting from this source. Without expressing any opinion whether this will or will not be the result, the Commission says it is bound to assume in the consideration of this question that Congress was right in its opinion. The protection which Congress intended to give these railroad employes is not actually available in any degree, until the terms of the act become operative.

After due consideration of all matters pertaining to the question, the Interstate Commerce Commission, under date of December 21, 1899, ordered: First, that the period within which the petitioning carriers, before mentioned, shall comply with the provisions of Sections one and two of the Act of March 2, 1893, be, and the same is hereby further extended for seven months from January 1, 1900, that is to say, until August 1, 1900.

Second, that the said extension of seven months from January 1, 1900, be, and the same is hereby granted to all other common carriers engaged in interstate commerce by railroad within the United States.

THE COMMERCIAL TELEGRAPHERS.

 THE Brotherhood of Commercial Telegraphers is now progressing nicely, and it will soon become necessary to devote separate space in THE RAILROAD TELEGRAPHER for its membership, in accordance with the provisions of the Constitution. Very little matter has been offered for publication by the commercial telegraphers, but as the organization is growing, there will soon be a demand for space.

For the benefit of those not familiar with the plan of organization, it may be repeated that the Brotherhood was instituted by the Order of Railroad Telegraphers with the object of providing a method whereby the commercial telegraphers could protect themselves from encroachments on their rights, and gradually better their condition.

The Order of Railroad Telegraphers will look after the Brotherhood, while it is weak, and when it gains strength, will arrange for it to govern itself, according to the wishes of its members. Nothing of importance, with the exception of organizing, will be done, perhaps, until after the members hold their first convention at which time they will elect their own officers, and, perhaps, make what amendments are found necessary in the Constitution and By-Laws.

Hasty movement on the part of the Brotherhood is to be deprecated, for it takes time to make a good and useful organization. Men must get acquainted with one another, and become perfectly drilled in regard to the laws of the organization be-

fore they can hope to accomplish anything of a beneficial and permanent character.

The railroad telegraphers have accomplished much by showing a proper regard for discipline. Those who have spent many years in both railroad and commercial service know that the railroad boys have successfully overcome worse obstacles than those now lying in the pathway that the commercial men will have to travel sooner or later. They have maintained an organization for nearly fourteen years, and it is now one of the recognized institutions of the country of which many thousands of members are justly proud. The men and women of the commercial service can do just as well as the railroad men have done, and the initial steps have been taken. With the careful leadership that the Brotherhood will receive in its younger days, there ought not to be much difficulty in building an organization in which membership would be an honor eagerly sought by those who are eligible.

Under the present plan, no one can tell who is a member, as there are no local lodges, grips, signs, pass words, or other means of identification, and if the membership of anyone becomes known, it will be the fault of the member himself.

Any white person of good moral character who is eighteen years of age or over, who is actually employed as a commercial telegrapher, and who has had at least one year's experience as such, shall be eligible to membership; *Provided*, That any white person of good moral character who has had three years' experience as a commercial telegrapher shall be eligible to membership. Women are eligible to membership the same as men, and are entitled to all rights and privileges.

Those who are contemplating joining hands in fraternal friendship are reminded that there is no time like the present, and they are hereby invited to correspond with the Secretary, at St. Louis, Mo., at once.

With both branches of the telegraph service organized and united, telegraphers need not suffer injustice at the hands of their employers, neither would they have to tear up the earth to get their troubles adjusted. A solid organization, and a level headed representative is all that is needed.

RUSSELL HARDING.

MR. RUSSELL HARDING, who succeeds Mr. W. B. Doddridge as General Manager of the Missouri Pacific Railway, was born in Springfield, Mass., in 1856, and commenced his railroad career in 1870. For three years he was clerk and paymaster for his father, who was then contractor for the Portland & Ogdensburg Railroad. From 1873 to 1876 he was in the engineering department, and was telegrapher and station agent for the same road from 1877 to 1880. Afterward, he was Superintendent at Wichita, Kan., for the Missouri Pacific Railway, which position he held from 1886 to 1894.



RUSSELL HARDING.

From 1894 to 1899, he was respectively Superintendent, Assistant General Superintendent, and General Superintendent of the Great Northern Railway. From 1899 to 1900 he was Vice-President and General Manager of the St. Louis Southwestern Railway, from which position he has been promoted to that of Vice-President and General Manager of the Missouri Pacific Railway.

Mr. Harding is one of the most practical and scientific railroad men of the day, and is well equipped in every way to successfully manage the large interests entrusted to his care. The telegraphers have found that he is a fair and broad-minded man in

his business dealings with his employes, and whatever he agrees to do is done.

We cordially recommend Mr. Harding to our membership on the Missouri Pacific lines, and wish him much success in his new field of labor.

LABOR TROUBLES IN PORTO RICO.

THE Island of Porto Rico, as everybody is aware, is governed now as a military department of the United States. It has a population estimated at 900,000, of which about 600,000 are whites, the balance mulattoes and negroes. Porto Rico is unusually fertile, and its dominant industries are agriculture and lumbering. The largest article of export from Porto Rico is coffee, which is over 63 per cent of the whole. The other exports in order of amount, are sugar, tobacco, honey, molasses, cattle, timber, and hides.

There are 137 miles of railway, with 170 miles under construction, and 470 miles of telegraph lines. Its area is about 3,600 square miles, or somewhat less than half that of the State of New Jersey. It is to be expected that where the government is a military one that labor can only be satisfactorily performed by slaves. Freedom and independence of the worker under military rule are not to be thought of, hence there is a cry of remonstrance going up from the Island that organized labor will find it necessary to heed.

On this subject the Central Federated Union of New York has issued the following address to fellow workers, under date of February 25th:

"At a meeting of our Union, we were visited by two delegates from our newly acquired territory of the Island of Puerto Rico, for the purpose of arousing the sympathy of organized labor in this country in regard to the shameful conditions which they are compelled to endure at present, *not being permitted to hold meetings to elevate themselves industrially, socially or economically.* The delegates from that unfortunate island stated at our convention that *they were forbidden by the government officials to assemble peacefully for the betterment of their condition.* They also stated that *agricultural laborers and others were receiving twenty-five cents per day.*

and skilled mechanics—such as carpenters, bricklayers, painters, plumbers, etc., received only one dollar a day. This condition of affairs is unfortunate, and we are asked by our co-workers to use every effort to uplift them from the thralldom of slavery, so that they may enjoy the fruits of liberty, and be placed on an equal footing with the American workman. It is our desire, fellow workmen, to assist our brethren; we, therefore, appeal to you to aid us in this noble cause, so that we may assist those who come to ask our hand of fellowship and co-operation in this work. We earnestly request the workers and all lovers of justice and equal rights to grant to the Puerto Ricans the *right of suffrage*, so that they may enjoy the same privileges as guaranteed by our Constitution. We again beseech you, fellow workers everywhere, to appeal to your Congressmen and U. S. Senators asking that the right of suffrage be given to these people, who were told that they were to receive the glorious blessings of American liberty, so that these down-trodden people may not be mere chattels of trusts and corporations.

"We realize that the Island of Puerto Rico is part and parcel of the United States. *We further demand the withdrawal of the military, the establishment of a territorial government with the purpose of admitting them into Statehood as soon as possible.*"

All communications in regard to this matter should be sent to Ernest Bohm, Corresponding Secretary of the Central Federated Union, University Settlement Building, 184 Eldridge St., New York City.

THE COLORADO & SOUTHERN.

LETTERS are being received at headquarters which indicate that the advertising given the Colorado & Southern Railroad is fulfilling its purpose. Freight and passenger business is being diverted to friendly lines wherever it is possible to do so, and this company is being given to understand that it must treat its

telegraph employes in a more humane manner in the future than it has in the past.

Many letters from outside parties ask the cause of the disagreement. It is explained to all who ask that the reason why the organized telegraphers fell out with the Colorado & Southern management was because its officials refused to recognize committees sent by their employes to adjust certain matters, and actually discharged men from the service of the company who had the misfortune to be chosen as representatives, but the manhood to do their duty when so elected.

It is a peculiar state of affairs where a railroad employe is discharged because he goes into the office of the General Superintendent to ask for an abatement of grievances. Such autocratic conduct is not compatible with the ideas of American citizenship, and is not to be tolerated.

The officials of this company, not even satisfied with such a high-handed course as that, actually followed up one of the committee, and caused him to be discharged when he was peaceably working at another avocation than railroading.

What can such men be thinking about? Is it by these methods men are to be kept permanently in subjection? Such a policy may serve for a time, but there will come a day of reckoning, and it is close at hand.

The road is unfair. The working people of the States traversed by the road are familiar with the situation, and their good money is not helping to swell the coffers of the company. Of course, there are many places in the mountains reached by this road where there are no other railroads to compete with it. In certain places it has a territory exclusively its own. It is not to be expected that citizens of these places will discommode themselves by refusing patronage to this company, but wherever there are competing lines, organized labor, and those friendly to economic reform, will route their business by rival lines. Our friends are active in that part of the country, and their influence will be felt more acutely as the advertising spreads.

Editorial Notes

This year's crop of spring poetry breaks the record; even the Division correspondents show symptoms of the weakness.

On page 232, in the March issue, occurs a typographical error; the seventh line should commence with word "land" instead of "and," thus making the sentence intelligible.

Owing to the plethora of matter supplied for the Fraternal Department, it will be necessary, in future, to give preference to those Divisions who failed to get space the previous month.

We pity the kicking non-member should study either the beauties of contentment or the virtues of organization, always remembering that contentment without honor is humility indeed.

The consensus of press opinion seems to be that Mr. Sheldon did not make a success of running the Topeka *Capital*. Success is a word with nine synonyms. There was no harm done by the experiment.

In the New York, Ontario & Western Railway notes in the March number, the name of E. F. McLean was signed to the same in error. He did not write the article. It came from the regular Division correspondent.

President Gompers and Vice-President Max Morris were instructed at a meeting of the Executive Council of the A. F. of L., March 22d, to have a conference with the Colorado & Southern Railroad officials, with a view to adjusting the differences between the Order of Railroad Telegraphers and that company.

These railroad employees' relief associations that are coming into favor with so many railroad systems, wear a philanthropic aspect at first that is calculated to attract the unwary. It is a machine of the ruthless type when they get better acquainted with it. The scheme first saw the light in London, England, that Mecca of financiers of the long-headed variety.

One of the non-union newspapers of Chicago stated recently that unless a body goes to its last resting place in a union made coffin, it will be refused burial in the cemeteries of Chicago and vicinity, if the plans of the labor unions to organize a grave diggers' union are carried out. It complains that they have already compelled the placing of the union label on every cradle manufactured, and that it is the avowed object of the unions to unionize everything from the cradle to the grave, inclusive. From this item we gather that the union idea is coming to the fore in the "Windy City."

A large number of telegraphers have plenty of spare time which could be profitably used towards advancing the cause of labor. It would be feasible to organize a regular corps of letter writers in each State and Territory in the Union for the purpose of properly presenting matters to representatives in legislatures and Congress with the object of showing what organized labor thinks the proper thing to do in regard to certain measures.

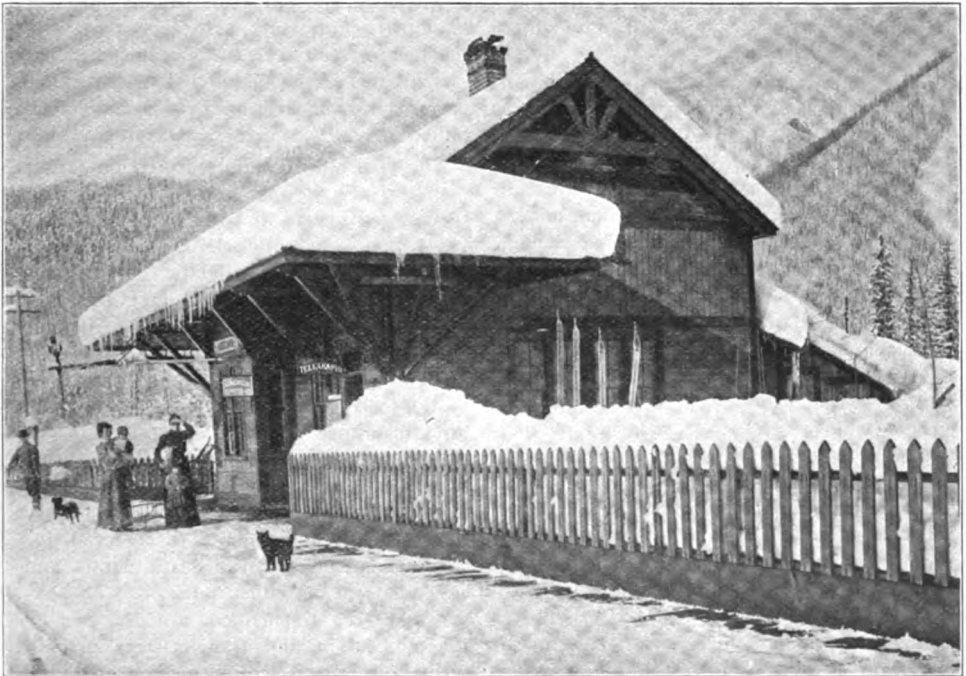
In this issue of *THE TELEGRAPHER*, the telegraphers are asked to write to their congressional representatives in regard to certain measures now pending. Perhaps, not many will take the trouble to do this, but the number who take an interest in public affairs is increasing each year.

Several members have sent us newspaper clippings in regard to the President of the Commercial Cable Company, Mr. John W. Mackay, giving all employes of that corporation the privilege of becoming stockholders on the same terms at which he and his partner became possessed of the business.

Investigation of the story has been made, and the facts are that some months ago the company offered to its shareholders about 30,000 shares of new stock, which was nearly all subscribed for. A few shares, which were left over, were then offered to some of the employes, on condition that

they be held as an investment. By making the allotment of three or four shares to each employe, quite a number of them were enabled to be benefited thereby.

The par value of the stock is \$100, while the market value ranges from \$185 to \$190 per share. As this was given to the employes at the par value, the generosity of the gift from John W. Mackay will be appreciated by those who were benefited by it, also by telegraphers everywhere who are quick to note such acts on the part of employers, even though no profit accrue to themselves.



WINTER SCENE IN THE SELKIRKS.—THE C. P. R. STATION AT ALBERT CANYON, B. C.

Photo by Bro. L. J. Edwards.

THE MUTUAL BENEFIT DEPARTMENT

ASSSESSMENT NO. 17 IS DUE ON
MAY 1, 1900. TIME FOR PAY-
MENT EXPIRES JUNE 30, 1900.

ASSESSMENT vs. OLD LINE.

Insurance literature generally seems to emanate from those interested in commercial insurance, and most of their argument is directed against assessment associations. It is probable that the assessment people spend a good deal of money for printing, but they do not come near making the display effected by the commercial or old line companies.

The assessment associations are doing more business now than ever before, notwithstanding the vigorous assaults of their opponents. Although the Mutual Benefit Department of the Order of Railroad Telegraphers does not properly come under either of the classes mentioned, being purely a fraternal organization, its business is conducted on the assessment plan, and there are many good points connected with it, which both the intending applicant and those who are already members should be familiar with.

Telegraphers who have engaged in the business for any length of time, are familiar with the fact that in the early days, where a member died, leaving a family or relative dependent upon him, that it was the usual procedure to start a paper over the line soliciting voluntary subscriptions. Some would give \$5, others only a dime, while many could not find it convenient to subscribe at all. The result was always unsatisfactory, in that there was not sufficient subscribed, and the frequent calls made it burdensome for those who were inclined to give liberally whenever they were asked. The same condition of affairs still exists in the larger offices of the commercial service, and scarcely a month goes by

without a petition of some kind soliciting a contribution for relief or burial expenses.

In our Mutual Benefit Department plan there are certificates in three series, calling for benefits of \$300, \$500, and \$1,000 respectively. Members who have certificates in these departments pay seven assessments per year of 35 cents, 50 cents, and \$1, according to the series. By this method, each one pays the minimum amount required to meet the existing exigencies of the department, and while paying this, they have the comforting assurance that each member in their series was required to pay exactly the same amount. The old axiom that "Many can help one," is hereby exemplified.

The plan affords ample protection for its members, so that in case of their demise, their loved ones will be in a measure provided for. The comfort of such a consideration is surely worth the cost of the assessments each year. In fact, this cost is so low, that if he still desires to gamble against his future by taking out a policy in a regular insurance company, he can afford to do so, but where salaries are low, old line insurance is too expensive to be steadily maintained, while the Mutual Benefit Department is within the reach of all. It makes no profit for anyone, and every cent paid in assessments is reserved for the payment of approved death claims, and expended for no other purpose. The expenses of the Department are defrayed by the application and transfer fees. Could there be a more scientific method of taking up a collection?

It is a man's duty to his fellows to belong to the Mutual Benefit Department, while a policy in an "old line" company is a matter of business without the mutual benefit feature that goes to make our plan attractive.

Cleanings

The more you demand union-made goods the stronger will organized labor become.—*The Toiler.*

* * *

No office can give dignity to him that holds it, but he that holds it may give dignity to any office.—*Plutarch.*

* * *

The progress of the world is not made by converting the older generation, but by educating the younger.—*B. Kidd.*

* * *

Of more worth is one honest man in society, and in the sight of God, than all the crowned ruffians that ever lived.—*Thomas Paine.*

* * *

If it is by virtue and temperance that you are become great, change not for the worst; but if by intemperance and vice, change for the better, for you are already great enough by these means.—*Cato.*

* * *

It is true that competition lowers prices, but this is done chiefly by cheapening or adulterating goods and by cutting wages, neither of which methods can work anything but economic mischief in the end.—*Edward Bellamy.*

* * *

It is reported from Washington that the Lighthouse Board is anxious to conduct some experiments with space telegraphy, and may establish a system between such lightships and lighthouses as may be found most desirable. It is estimated that \$25,000 may be judiciously expended for this purpose during the present year.

It is reported that the Denver & Rio Grande has arranged a blow-off cock in the cab of all its engines, which can be made to throw a stream of hot water and scalding steam clear across the tender against the end of the first baggage or express car. By simply touching a button, the engineer can scald a half-dozen train robbers to death.

* * *

The employes of the Kilbourne-Jacobs plant have been notified that their salaries will be increased. The men were taken completely by surprise, as they had not anticipated a raise in their salaries, having received an increase not long ago. The firm claims that 90 per cent of the men employed have been in the employ of the company for nearly twenty years.

* * *

The old brownstone mansion at 7 West Twenty-second St., New York, which for many years was the city residence of Prof. S. F. B. Morse, of telegraph renown, and in which his death occurred, is to be destroyed, to make room for a modern 12-story steel frame office building. It is proposed that this new structure shall have a suitable tablet commemorating the fact of Professor Morse's residence there.

* * *

The trades-union movement, from time immemorial, has devoted its largest efforts toward obtaining humanizing results for all. It has not sought to destroy, but to build up manhood, character, and the highest attainable conditions of society. That it has

not made faster progress is not due to us who have done our duty to our fellow-men, but to those who have failed to ally themselves with the noble cause.—*Samuel Gompers.*

* * *

No poorer excuse for not joining a labor organization can be made than that which is offered by those who say they believe in unions, but they don't like the way they are conducted. The fact of the matter is, those people, above all others, see the good done by labor organizations; they know that if it wasn't for labor organizations they themselves would cut a very sorry picture when making terms with their employer; they are the ones who reap a good deal of the benefits of organization; still they are not honest or manly enough to stand up and be counted with those who are fighting the battles of the whole body of wage-workers, both organized and unorganized.—*The Industrial Banner.*

* * *

The work of the Signal Corps of the United States army in the Philippine Islands has received most unqualified praise from the Secretary of War. Since the American army landed at Manila the corps has handled on an average 2,500 dispatches each day, the maximum being 4,000 on November 6th. With the extension of the American lines from Manila and Iloilo it has become imperative for the War Department to increase the force of signal officers detailed in the Philippines. This increase has naturally been drawn from the force stationed in this country or in Cuba and Puerto Rico. The importance of the Signal Corps of the army is now recognized by army authorities as it never was before, and with the great amount of work which has recently fallen upon the shoulders of the members of this corps, it is imperative that some increase be made.

* * *

Mr. John C. Dueber is being complimented upon all sides, and deservedly so, for his action in regard to the local watch case engravers' union, and the employment of the locked-out Eastern engravers. It evi-

dences his appreciation of skilled workmen, and intimates his regard for organized labor. Several local unions have already framed and passed resolutions commending him for his stand in the matter, and tendering him their hearty co-operation, and whatever assistance may lie in their power. Such acts as Mr. Dueber's has much to do in drawing the employer and the employee closer together in sympathy and harmony, and causes the latter to feel that he is not regarded simply as a machine from which so much work is expected. The respect and confidence which Mr. Deuber has always inspired in the workmen of Canton—not of his own works in particular, but in the city at large—has grown warmer and stronger within the past few weeks. I trust that the praiseworthy example here given, may be followed by many others in this city of factories.—*Canton, O., Roller.*

* * *

At Arcadia, Mo., recently a peculiar accident occurred on the Iron Mountain Railway. It was caused by the breaking of a car wheel on the north-bound freight train running at the rate of twenty miles an hour while passing that station. The broken wheel caused the car to jump the track, breaking the couplings, and the momentum being so great, the car went almost through the station, after tearing up nearly 100 feet of the platform. The south wall of the station was knocked in, and the roof fell on top of the car.

R. L. Wylie, engineer, and Bro. William Curry, telegrapher, Jas. Austin, fireman, and G. T. Stroop, conductor, were all more or less injured. They were all in the station at the time the accident occurred, and reports say that it was almost a miracle that they escaped death. Bro. Curry was very badly bruised and cut with the flying timbers, and had nearly all his clothes torn from his body.

Bro. Curry has now recovered from his injuries and resumed duty in a box car, which has been fitted up as a telegraph office at that point. There will be a new and beautiful station erected there by and by. The boys are to be congratulated upon their narrow escape.

PERSONAL MENTION

BORN.—To Bro. and Mrs. E. S. Ice, of Sutton, W. Va., a fine O. R. T. boy, on March 18th.

BORN.—To Bro. and Mrs. W. H. Shafer, on Wednesday, March 14th, an eight pound O. R. T. boy.

BORN.—To Bro. and Mrs. F. S. Mason, of Washington, Ind., on February 18th, a fine six pound O. R. T. girl.

BORN.—To Bro. and Mrs. G. F. Willis, of S. Portsmouth, Ky., a fine O. R. T. girl, on March 5th.

BORN.—To Bro. and Mrs. W. H. Phillips, of Ft. Worth, Tex., a fine eleven pound boy, strictly O. R. T., on April 2d.

BORN.—To Bro. and Mrs. J. Wilkins, of Brooklyn, N. Y., on March 1st, an eight pound O. R. T. boy. Mother and boy are doing fine.

BORN.—To Bro. and Mrs. A. J. Williams, of Snowden, Va., a fine ten pound O. R. T. girl, on March 2d. Mother and baby doing nicely.

BORN.—To Bro. and Sister F. W. Morris, of Percy, Miss., on night of March 26th, a fine nine pound boy. He wears the up-to-date lapel button already. All doing nicely.

BORN.—To Bro. and Mrs. G. F. Willis, of South Portsmouth, Ky., a fine bouncing girl baby, on March 5th. Mother doing well. Bro. Willis will have to bring a box of stogies to next meeting at Ashland, Ky., to square himself with the boys.

BORN.—On March 5th, to Bro. and Mrs. R. R. Frazer, of Telocaset, Ore., a seven pound strictly O. R. T. boy. Bro. Frazer has a smile on his face like he had stuck a nail in his foot. Wife and boy doing well. Cigars are at a premium at the top of the hill.

BORN.—To Bro. and Mrs. W. B. Conway, of Confluence, Pa., on the morning of February 23d, a fine, nine pound girl. Bro. Conway is telegrapher for the B. & O., at Confluence, and a member of the Local Board of Adjustment of the Connellsville Division. Mother and baby are both doing well.

BORN.—To Bro. and Mrs. C. S. Choate, Erie, Mich., an eleven pound O. R. T. boy, on March 6th. Bro. Choate is a member of Pere Marquette System, Division No. 39, and agent at Erie.

MARRIED.—Bro. J. H. Pilling, agent at Harrisburg, Ark., to Miss Amy Gilbert, of Prospect, Tenn., March 28th. Bro. Pilling is a member of Division No. 31. They will be at home to their friends after April 15th.

MARRIED.—On February 28th, at the home of the bride's mother, in Austin, Tex., Bro. Walter S. Arnold and Miss Laura Pace. Quite a number of friends and relatives were present who brought numerous nice presents, the bride being very popular among her large circle of friends.

MARRIED.—Bro. J. N. Steele, of Belt Junction, Mo., and Miss Grace Carson, of Pleasanton, Kan., were united in marriage at the home of the bride's sister in Macksburg, Iowa, February 28, 1900. Bro. Steele is a well-known and popular member of Frisco, Division No. 32. Congratulations.

MARRIED.—Bro. H. L. Stark, to Miss Louretia C. Hatch, at Vermillion, Ohio, on March 15th. Bro. Starke is a telegrapher for the Lackawanna R. R., at Alford, Pa., and one of our most earnest workers in the Order. They will be at home to their friends after March 26th, at Alford, Pa. Congratulations.

MARRIED.—On Wednesday, February 21st, at Grandes Piles, Que., by Rev. F. Boulay, Bro. J. A. La Fontain, C. P. R. Agent at Grandes Piles, to Miss M. L. Hectorine Neault, only daughter of Mr. O. Neault, a merchant of the same place. Bro. and Mrs. La Fontain left on the morning train for a trip to Ottawa and Montreal. Congratulations.

MARRIED.—At 9 P. M., February 27th, at Nelsonville, Ohio, by Rev. Squires, Miss Anna Lawson, of South Portsmouth, Ky., and Bro. R. D. Wilson, of Mechanicsburg, Ohio, were united in marriage. After spending their honeymoon among their friends and relatives, Bro. Wilson will resume his duties with the N. & W. R'y, at Ironton, O. Congratulations.

MARRIED.—Bro. J. M. Dickinson and Miss Laura Terry, of Shawnee, were united in marriage, Wednesday, March 28th, at the home of J. C. Parker, in Tecumseh, O. T. Bro. Dick holds down the office at Shawnee. Miss Terry, formerly of Prescott, Ark., is connected with the telephone exchange at Shawnee, and is well liked and admired by all her acquaintances. Congratulations.

DIED.—Mrs. Frances Mosher, wife of Bro. Arthur A. Mosher, of Pike's Peak Division, No. 49, and clerk at Monte Vista, Colo., died on February 26th, at 12 o'clock. The condolences of the fraternity are extended to the bereaved brother.

DIED.—Mrs. L. R. Collins, wife of Bro. L. R. Collins, Sunday, November 12th, at the residence of her mother in Leipsic, O. Bro. and Mrs. Collins had lived in Kearsy, Colo., for some time, having gone there for their health. Bro. Collins was Secretary and Treasurer of C. H. & D. System, Division No. 21, for a long time. The condolences of the fraternity are extended to the bereaved family.

DIED.—After long suffering, Mrs. A. J. Shriver, of Luzerne, Iowa, died on March 2d. Mr. Shriver was at one time a member of the Grand Division, and also Pike's Peak, Division No. 40. He worked for several years on the middle Iowa Division of the C. & N. W. R'y, and for four years on the Santa Fe, in Colorado, afterwards engaging in the general merchandise busi-

ness in Luzerne, Iowa. The many railroad friends of Mr. Shriver extend their condolences.

DIED.—Bro. F. C. Jordan died at El Paso, Tex., March 13th, of tuberculosis. Bro. Jordan was a charter member of Division No. 228, Akron, Ohio, and its Secretary and Treasurer for a long time up to its consolidation with Erie System, Division No. 42. He was telegrapher for the Erie R. R. at Silver Creek for a number of years, also agent at Doylestown. He leaves a young wife to mourn his loss. The Erie boys have lost a valued brother. Condolences of the fraternity are extended.

WANTED.—S. & T. Lhahmfhea rhi 3 vihmdzia, hez mh vz fe mdz ahnm. Write S. & T. Sfo Mdfimx.

WANTED.—Address of Bro. L. C. Pricer, Last account worked on C. H. & D. All mail returned. A. C. BUSHAW,
1617 E. Fifth St., Dayton, O.

WANTED.—Present address of Geo. D. Fackler. Last heard from was working in Denver. A. D. WARREN,
West Jordan, Utah.

WANTED.—Address of W. C. McDonald, a telegrapher, last heard of in Portland, Ore. Home is in Picton, Ont. Mac, if you see this, write me.

BILLY.

WANTED.—Address of J. T. Stanner, telegrapher and lineman. Last heard of was working on Exposition Grounds, Omaha, Neb. "J. S.", if you see this, write, as I wish to join you. G. C. SIMPSON,

North Judson, Ind.

WANTED.—To know the whereabouts of W. M. Barnette, a telegrapher. Last heard of on N. Y., N. H. & H. R. R. Went West, and is supposed to be somewhere in Colorado or California. Will, if you see this, please write. Important.

E. A. FOSTER,

Lock Box 433, E. Radford, Va.

FOR SALE.—No. 2 Caligraph in good order; cost \$100 new; will sell cheap to a Brother telegrapher. Will send with privilege of examination. Write for price and terms with stamp.

Address, FREDK. S. HOWE,

Moscow, Mich.

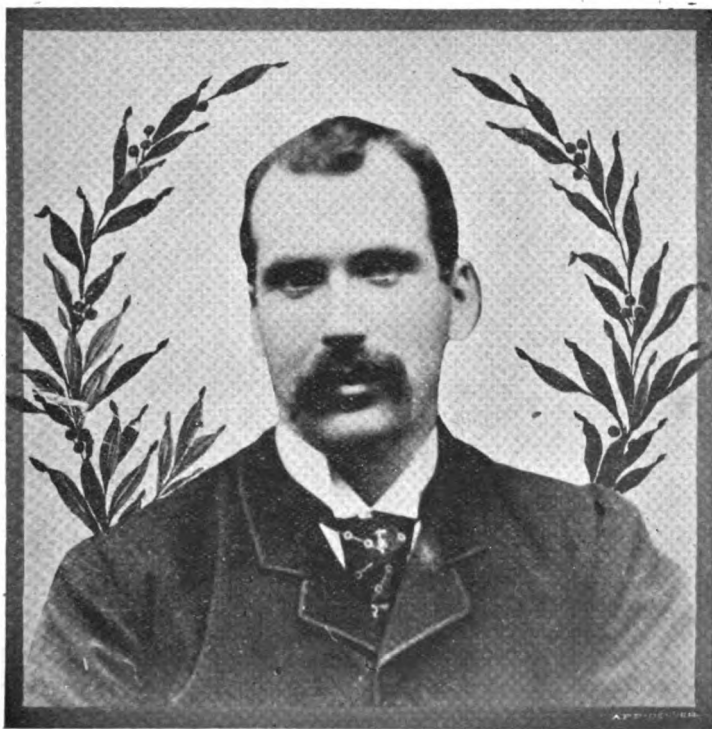
MISCELLANY

IDAHO'S DISGRACE.

THE investigation before the Committee on Military Affairs of the House of Representatives, with reference to the charges made against the United States soldiers under Brigadier General Merriam, growing out of the labor troubles in the Coeur d'Alene mining district in Idaho, has

place, have felt some qualms of conscience that such things should happen in "The land of the free and the home of the brave."

After a strike and some riotous proceedings, which latter could easily have been quelled by the local authorities, the Governor of the State suspended the writ of habeas corpus, an infringement of the liber-



PAUL CORCORAN.

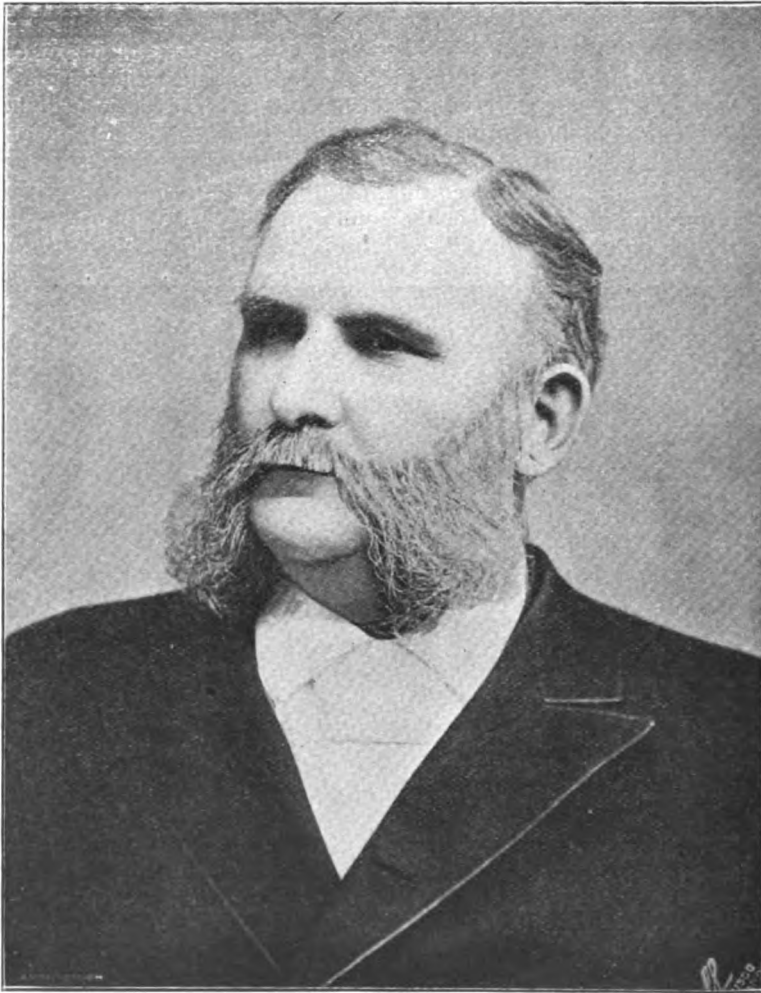
been creating intense interest in labor circles and elsewhere for some time past. Even those who are callous to labor's wrongs and pin their faith to the theory that the survival of the fittest is the prevailing law in heaven as well as on earth and the other

ties of the people not even within the prerogative of the President of the United States, without the sanction of Congress. Over eleven hundred citizens were arrested without warrant by this tyrannically-inclined "servant of the people" and confined

in a place unfit for human habitation, and kept there for a period ranging from a few days to eight months.

By and through the courtesy of the *Miner's Magazine* and the *Pueblo Courier*, we are enabled to present pictures of some

New York City, where he worked for two years; then he went to Leadville, Colo. There it was that he learned mining and received his first lessons in unionism. Corcoran was secretary of the Burke Union for two years. He was arrested on the 4th of



PATRICK REDDY.

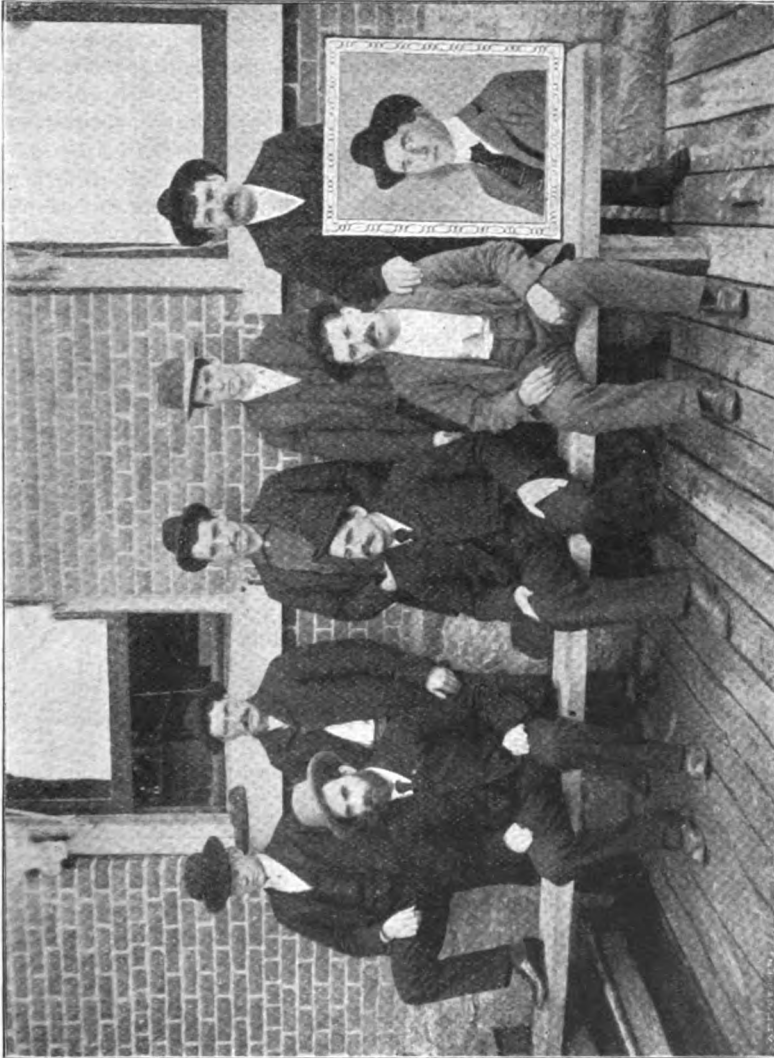
Attorney for the Cœur d'Alene Miners.

of the men who have been made "Martyrs of the Bull Pen."

Paul Corcoran was born near the historic little town of Callooney, County Sligo, Ireland, on the 15th of March, 1865. At the age of twenty he left Ireland and went to

May and was in the bull pen until the middle of July, when a special term of court was called to try him.

In connection with the blowing up of the Bunker Hill and Sullivan Mill on April 29, 1899, he was convicted of shooting a man



THE BOYS IN SAN QUENTIN.

Dennis O'Rourke. Ed. Abinola.
P. F. O'Donnell.

John Lucinetti. Mike Malvey.
Arthur Wallace. Louis Sala.

Henry Maroni.
Francis Butler.

named Cheyne, although he was nineteen miles from the place where Cheyne was shot. This fact was established during the trial, but notwithstanding this he was found guilty and Judge Stewart sentenced him to seventeen years in the penitentiary.

It is hoped that he may yet be liberated through the United States Supreme Court.

The boys in San Quentin, Cal., penitentiary were sent there for twenty-two months' imprisonment by United States Judge Beatty for alleged interference with the United States mails, after it was found impossible to connect them with the mill explosion. Out of the many hundreds of men drag-netted into the "bull pen" these are the only ones who do not now enjoy their freedom, which proves beyond all else the great cry that the Coeur d'Alene district was terrorized by lawless miners to have been false.

Patrick Reddy was born of Irish parents in the town of Woonsocket, State of Rhode Island, on the 15th of February, 1839. In his early youth he was a farm hand and laborer, and also followed the sea for a brief period as a sailor, and part of the time as a fireman on ocean steamships. In February, 1861, he arrived in San Francisco, and soon after engaged in mining, following the occupation of miner and prospector in California, Washington, Idaho and Nevada until October, 1863, when he lost his right arm. In 1864 he began the study of law and was admitted to practice in June, 1867, and has continued practicing law ever since. He has also been engaged in various mining enterprises in the meantime. His practice has been general, including some of the most important mining and criminal cases that have been tried within the last two decades on the Pacific coast. He has also defended a great many suits involving the legality of the boycott, and has been successful in all of them.

HENRY HOWERTER.

BROTHER Henry Howerter, a member of the Brotherhood of Locomotive Firemen, received the nomination for Representative to the Pennsylvania

Legislature, on March 31st, at the hands of delegates from various labor organizations. He will be an independent labor candidate to represent the 24th and 34th Wards of Philadelphia, which comprise the 24th Legislative District of Pennsylvania.

This nomination has been made without the assistance of the gentlemen who are in the habit of running the politics of the different wards, but we have no doubt that he will be landed in the Legislature, ward heelers to the contrary notwithstanding.

About forty delegates from various labor organizations were present, with power to act, and they passed resolutions pledging the support of labor organizations to the candidate, regardless of political party lines. These delegates represent about 2,000 electors, or 20 per cent of the normal vote of the district.

Chas. Henry, of the Machinists' Union, was Chairman, and Bro. S. W. Hiller, of O. R. T. Division, No. 4, acted as Secretary of the meeting. A campaign committee has been appointed, as follows: J. S. Hemphill, Chairman, 4951 Paris Street, Brotherhood of Locomotive Firemen, E. D. Wright, Brotherhood of Locomotive Engineers, S. W. Hiller, Order of Railroad Telegraphers, Chas. Dunhour, Car Repairers' Association, G. W. Lewis, Order of Railway Conductors, M. Sommon, Brotherhood of Railroad Trainmen, and John Sinclair, International Association of Machinists.

Henry Howerter was born in Lancaster, Pa., on July 3, 1867. The public schools of that city gave him whatever early education he could obtain, for at nine years of age he was actively engaged as newsboy. From that time on, Howerter had to rustle for an education. Later on, he became a car inspector for the Pennsylvania Railroad. Two years later he accepted a position as locomotive fireman for the same road, a position which he still holds, and he is now running between Philadelphia and New York. He has been connected with the Brotherhood of Locomotive Firemen for over ten years, and is always a prominent delegate in the conventions of that body.

He is a wide-awake, trustworthy, reliable young man, who should receive the support of every wage earner in his district.

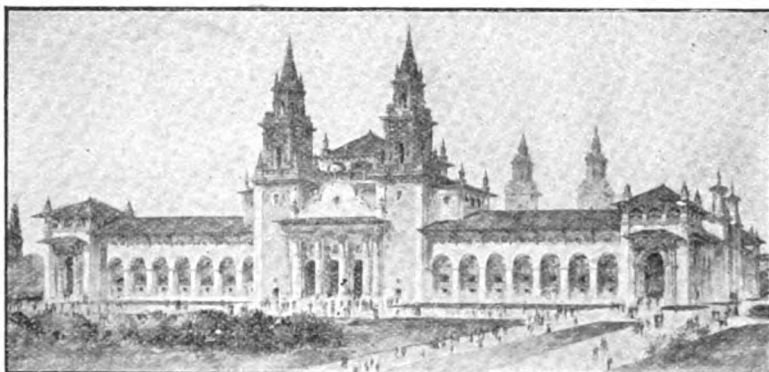
THE BASHFUL ENGINEER'S PROPOSAL.

HE was bald, and old, and an engineer. "Bad order Bob," the boys called him, and the name fitted as a piston fits a cylinder. One side of his face had been scarred and rendered featureless, at the time when his cab was carried away by some sliding scenery of the Black Canon of the Gunnison, in days of the narrow gauge system. He was minus the fingers of his left hand, and that he attributed to a patent coupler, "patent monstrosity," he called it, but as an authority on early railroad building, and the days when men knew more of railroading than they did

either. He was *bashful*, that's all, but a bashful railroad man don't stand no more show in this 'er hard world, than a snow-bal' would in a fire-box.

"It was queer to see Dave sneak in the Silver Dollar restaurant here, in Manitou, take a seat in a corner, and look down his long nose, while the waitrèss rattled off 'beef steak, mutton chops, corn beef, and hash.' Dave always took the last thing she said. I used to think if she'd called out 'cinders,' last, he'd have ordered and ate them.

"But after a while I could see with one eye, and that's all I have, that Dave wasn't quite so scared as he used to be. Sal—that's the girl—at the Silver Dollar, in



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MACHINERY AND TRANSPORTATION BUILDING.

of the law, his word was absolute, and never questioned.

Inside, that night, the round-house was blue and hazy with smoke, but through it we noticed a twinkle in old Bob's one good eye when he asked us if we remembered Dave Cavanagh, "Bashful Dave," he added, pressing home a charge of tobacco with a broad, flat thumb.

"I daresay you have then," he continued, lighting his pipe from a lantern. "It wasn't long ago, but I'll bet this pipe of tobacco you fellows don't know why he died. You all know he did die, but the question is, why did he die? It's only myself that can tell you, and it ain't much of a reason

those days, was makin' eyes at him, and he couldn't very well help seein' it. The boys jollied him about her one night, and he started to clean them out with a coal pick. He didn't look very bashful then, and we saw that it was a case of true love, so after that, we kept still about her when he was around.

"Things ran along about like that all winter. She used to feed him the best in the house, and once in a while he'd screw up nerve enough to ask for a second cup of coffee. Funny, wasn't it? I've seen men afraid of anything and everything, but Dave, he wasn't scared of nothing but a woman, but he did draw the line at that.

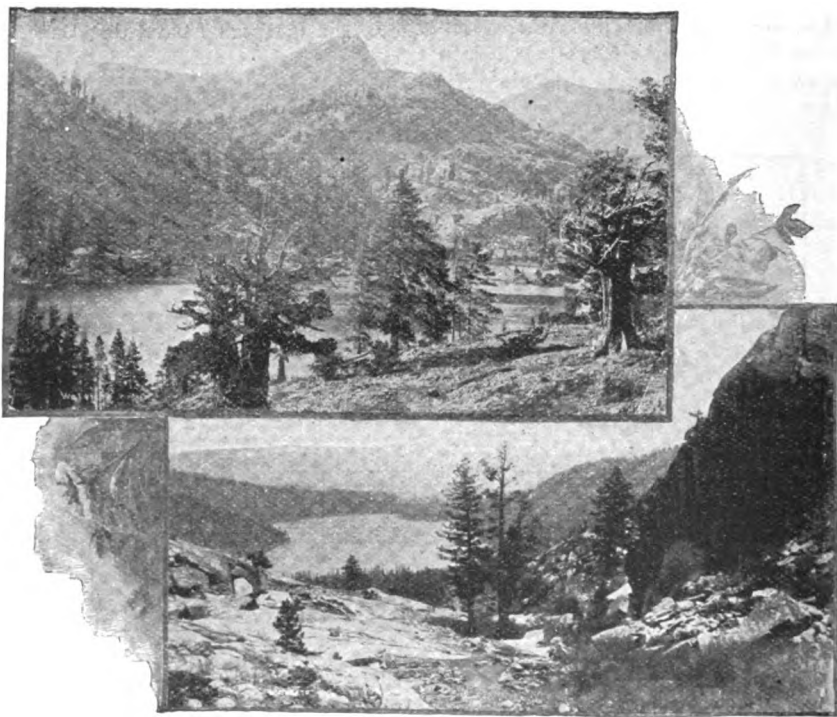
"One night, early in spring, we was climbin' up the Pass with a string of empties. I was firin' for Dave that year. They had reduced me for fast runnin', and I had to take the medicine. All of a sudden Dave, he leaned over the boiler and yelled:

"'I'd like to couple up and double-head it with Sal, but, Bob, I ain't got the nerve to ask the dispatcher for running orders.' I sort of surmised he meant the minister.

"Another time the girl rode on the engine from Manitou to Colorado Springs, and

it was because of a young brakeman on the Grande, named Mike O'Shea; yes, he's a conductor now, and married. O'Shea was a fine looking Irishman, and he had all the nerve that the law allowed. I heard all about this affair from Dave. He used to tell me everything. Things were running about this way. O'Shea was asking the girl to marry him every time they met, which was pretty often, while Dave couldn't talk to her without stuttering, and as to poppin' the question, he'd a died first.

"They used to go over and see the girl



LAKES TAHOE AND DONNER.

(Courtesy Southern Pacific Railroad.)

Dave, he went straight up; he forgot orders, and the conductor was sleeping in the caboose, so they both got thirty days for that. It wasn't much of a wreck, either, but Dave and the conductor had a hard time getting reinstated.

"About that time we began talking of a wedding, everything pointed that way, but it was a little doubtful yet; somehow or other, the girl was a-holding him off, and

together—for all their faults they were good friends. Dave, he'd sit like a sandbox on a boiler, while O'Shea, he'd talk like a blue streak, and the girl smiling at him all the time, but just when they were going away, Sal, she'd give Dave such a look that would double the oscillation of his heart, and set him to talkin' about buyin' a house.

"But these goins on had to come to an end, and it took place in this 'er fashion.

They gave me and Dave a new engine, after he was reinstated, one of the seven hundred series, 'a hog,' she'd eat more coal than a ferry-boat, and there was a stick to the air at times that didn't mean any good on a mountain road. She'd been to the shops time and again to get the air pump fixed. They never touched it except to mark it 'O. K.' They found out afterwards that it is poor judgment to shunt repairs on mountain roads, but the road was new then and the manager strong for economy.

"I nursed her like a baby as we climbed the Pass, and we trailed thirteen cars of

"They're were five crews ahead of us when we got there, so Dave and I rented a room up town, and then went out for breakfast. When we came back Dave, he sat on the bed, and I in the chair, and he begin to tell me how he loved Sal and what he would do for her, provided she'd marry him. I laughed and asked him why he didn't propose to her. 'It's pretty certain that she loves you, old man, but she can't ask you to marry her, that wouldn't be right, nor is it down on the Book of Rules.'

"'What will I do, then?' he asked.

"'Get O'Shea to do it for you,' I suggested.



THE ROAD TO CATORCE, MEXICO.

(Courtesy Mexican National Railroad.)

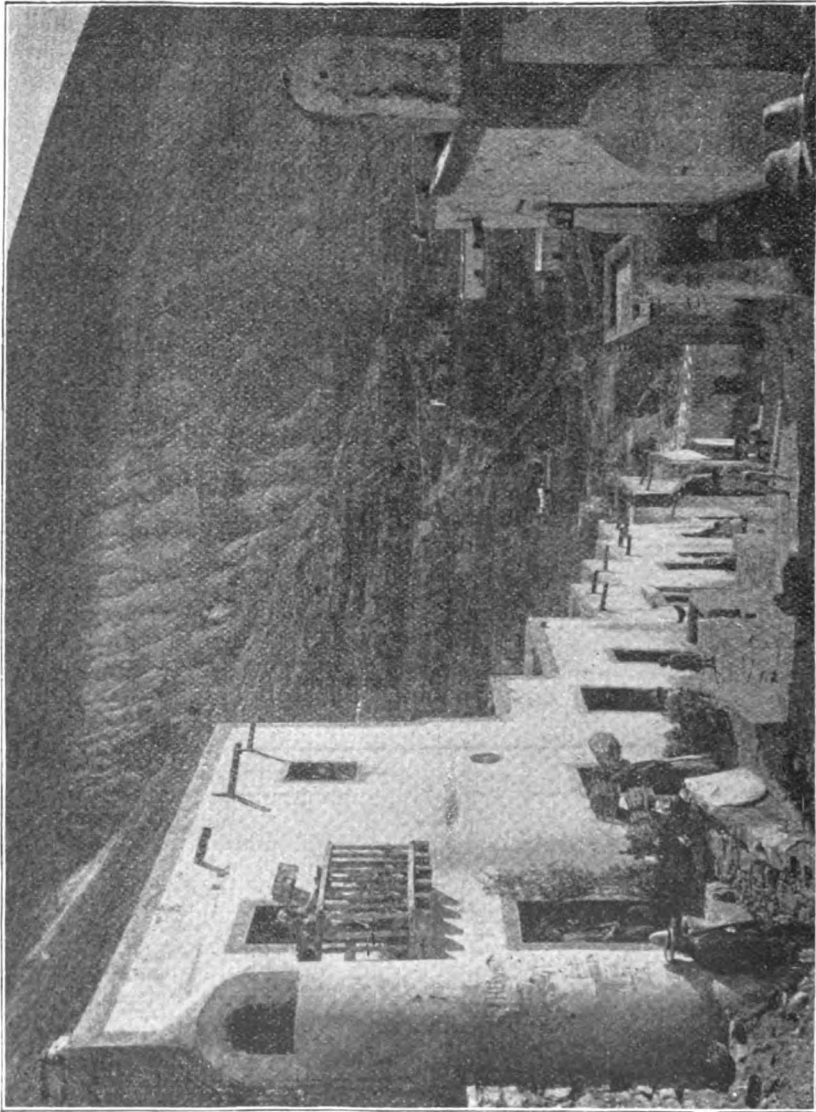
coal after us, which was pretty good, considerin' the engine. Dave didn't have much to say; he was leanin' out of the cab most of the time, lookin' up at old Pike's Peak, and I guess thinkin' of Sal and how she'd waved him 'goodbye;' when we steamed through Manitou.

"Now you fellows have all been over Ute Pass, so we won't argue about its steepness. It leans back in places; that's where they've tunnelled, and it took us until next morning to get to Cripple Creek, which wasn't much better than walkin'.

"'Quit that,' he said, right sharp. 'I don't want no nonsense. I know what I'll do; I'll write her a letter, and ask her to marry me as soon as she wants to. How's that?'

"'That's all right,' I said, 'but how will you know if she turns you down? She can't write to you here; she can only tell it to your face.'

"Dave thought a long while over this. Then all of a sudden he jumped up with a whoop.



THE GREAT MINING CITY OF CATORCE, MEXICO.
(Courtesy Mexican National Railroad.)

"I've got it! I've got it!" he yelled. He looked as if he had them, too. 'I'm goin' to write a letter to her, and ask her. If she loves me, she's to put three torpedoes on the track near that Manitou bridge; if she don't, she's to put two, and I won't stop, and I'll never see her again. How's that, Bob?' he yelled, like a schoolboy, and then borrowed my pencil and wrote the letter, and mailed it.

"I didn't think much of his idea, and he didn't either when he woke up, but the letter was gone, and the next day we started after it with the same 'hog engine,' and thirty cars of ore.



SCENERY ALONG THE LINE OF THE MEXICAN NATIONAL RAILROAD.

"Now, I've met a good many peculiar people while railroading, but Dave, he just beat them all by a big majority. I could see that he was scared to death when we started for Manitou. He'd have given his right arm to have that letter back again, and he just went all to pieces thinkin' about it, and you should have seen me grin at him from over the boiler when he shut her off for a cow on the track, he was that excited; and when we had stopped, he oiled her around, while the conductor danced and cursed most awful. You fel-

lows have all seen a dog that was goin' to be licked. Well, Dave, he acted just like that, only a darned sight worse.

"We got started up again, and about ten o'clock we pulled into Divide. From there to the Springs is one big drop, right through the Continental Divide. Nobody ever saw the like on any other road, or I guess ever will. It's tunnels and loops and safety switches. The surveyors who laid it out, poor fellows, done the best they could with the situation, but they'd had better have left it alone altogether. Dave used to say that two Scotch engineers drove the grading stakes, and that they were both drunk at the time.

"But Dave, poor fellow, was in a bad way that day, and I kind of felt sorry for him, his nerve was completely gone, and there was a wild look in his eye as we dropped down the Canon.

"Everything was running true and cool; firing wasn't like it had been coming up, and I was enjoying the scenery, the red rocks, and the pretty little patches of flowers, while Dave, he was sucking his underlip and looking down in the mouth, like as if he had been dancing on the carpet for an hour. Just as we passed Cascade, the sun went down behind the Range, but we kept pace with its shadow for a long while as we dropped down the Pass.

"The last ten miles of the Pass is the worst, and we kept going faster and faster as we hit the slope. At first I thought Dave was trying to keep up with the sunlight, but he still hung to that pace. Then I yelled over to him. He pulled himself together. He'd been a-thinking, and threw on the air. It didn't stop us a bit. He put her clear over, and then whistled for brakes. The air had stuck, and we was in the worst part of Ute Pass. I climbed over the tender and began setting brakes up to the last notch. The brakies were doing the same. We set every brake, including the caboose one, but it never stopped the train. Then I crawled back to the engine.

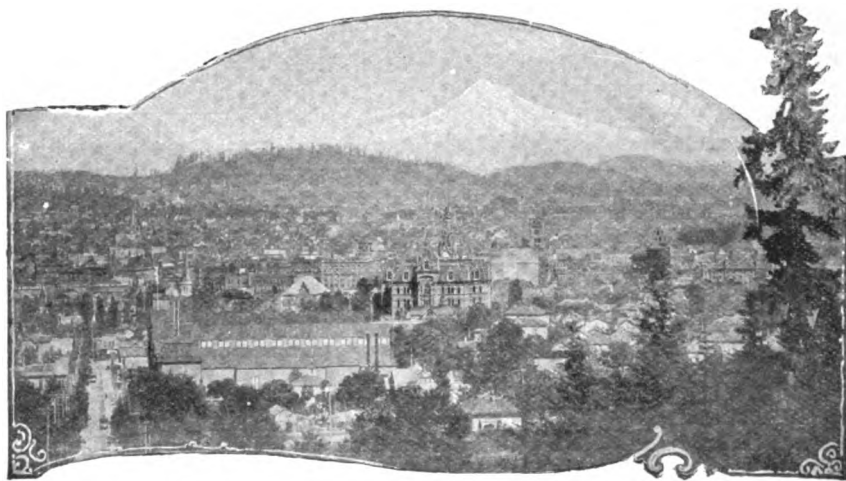
"Dave was a-leaning out of the cab, staring ahead, and saying nothing, but he had his hand on the throttle, and that gave me the shivers. We was a-rocking

and a-swaying and a-pitching like a ship at sea. The coal was dropping off the gangway and crushing under the wheels. The heavy ore cars were crowding us, and smoking from hot boxes, but the worst of it all was Dave's hand on the throttle. He had the reverse lever back, and if he'd have thrown on any steam it would have been good-bye Johnny. It ain't considered good policy to reverse an engine when you're heading a run-a-way.

"I yelled over to him, 'Don't reverse.' He never made a move. Now the part we was on then is a peculiar piece of road. There is every bit of a three per cent drop. There is a big curved bridge right in Manitou, and there was all of five tunnels between us and the bridge, and right this

"Now, there were only two things we could do, and time was mighty scarce. We could hold the main line, and bring up somewhere between Manitou and the Springs, providing we was lucky, but the chances were dead set against us. There had been two wrecks on the road in the last week, and two wrecks always mean another one, as sure as that engine of mine was a hog. Then again, there was lots of good places for a wreck. There was tunnels and seven degree curves and a bridge that weren't guaranteed for over ten miles an hour.

"We had another chance. We could whistle for the safety switch, but it was dollars to doughnuts that we'd never whistle again. So after all, there was only



PORTLAND AND ITS SNOW-CLAD SENTINELS.
(Courtesy Southern Pacific Railroad.)

side of it was the safety-switch. You could see it from the Silver Dollar restaurant. It was nothing but a blind siding running up the side of the mountain, and it was built for just such an affair as we were mixed up in. When a run-away train was going too fast for comfort, they could whistle four times and be switched up that mountain spur. It was like climbing a coal chute, and was guaranteed to do the business, but we was going too fast for any safety switch. The main line was none too good for us at that time.

one thing to do. There was a fighting chance on the main line, but there warn't a ghost of a show on that blind-siding.

"You can talk about ninety miles an hour on an Eastern road, but let a low-g geared mountain engine run away with you and you'll see what you never saw before. We couldn't see the drivers, they were going that fast, and just shaking the cab to pieces. The smoke from the hot boxes was a-trailing along the sides of the cars. The ore was jumping like corn in a popper, and falling over the sides. The whole thing was one tremendous vibration. All of a

sudden I saw the switch-tender's house. Then I yelled to Dave, 'We hold the main line, hey?' He looked over to me kind of slow like and said, 'How about those torpedoes?' And then for the first time I remembered. It was just like falling head first into your own water-tank.

"'What yer going to do?' I yelled, as he took hold of the whistle. We was just on the switch.

"'Torpedoes,' I heard him say as he pulled her four times. That was the signal to open the switch, and then and there I went head first out of the cab, which is



PARISH CHURCH, SAN MIGUEL DE ALLENDE, MEXICO.

(Courtesy Mexican National Railroad.)

"I could see with half an eye that Dave was scared to run over those 'er things down by the bridge. It would be just as if Sal was talkin' to him, and he didn't want to give her a show to turn him down by means of those torpedoes.

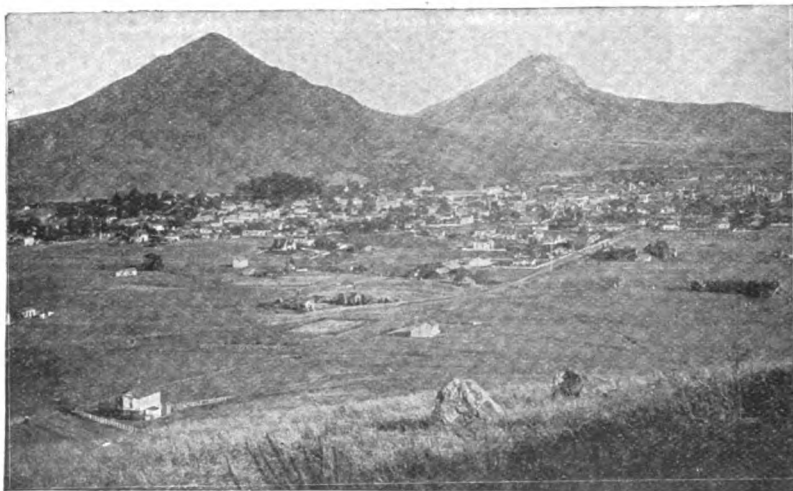
the only way to go, for in the Newcastle wreck I went out feet first and landed on my head. I must have fell on some cactus, some barbed wire and a stake or two, the way I was cut up, but I seed a sight I'll never forget. The engine and three

cars took the siding all right, but there she ditched, for she was leanin' too far to hold the rail. Now you fellows have all seen a 'tin-horn' making believe he never shuffled a deck of cards before. He pushes them together. They pile up sort of V-shape, and then he bends one or two of them; well that's the very way those cars acted. They just piled on the engine somersaulting; trucks and wheels and ore a-flying and the caboose on top of them all. A scrap dealer might have felt good over the prospect, and to think that the whole thing happened because Dave was too bashful to let a woman tell him 'yes' or 'no.'

"Now I've got an idea that the main line would have saved the day, but that's one of those things you can't be too sure about.

THE TELEGRAPH IN WAR.

FOR the third time within a brief period the Twenty-fourth Middlesex Volunteers, known the whole world over as the Post Office Corps, have furnished a strong contingent for service in the field. It is a feature of modern warfare that even armies engaged in strenuous efforts to destroy each other require the most up-to-date conveniences of civilization, and prominent amongst these are facilities for sending and receiving correspondence to and from their relatives and friends at home. This convenience, or perhaps we ought rather to call it this luxury, nearly one hundred and fifty officers, non-commissioned officers, and men of the gallant Twenty-fourth have voluntarily under-



SAN LUIS OBISPO, CALIFORNIA.

(Courtesy Southern Pacific Railroad.)

"The next day I asked the fireman of the wrecker how many torpedoes he ran over this side of the bridge. He said there were two or three, but he couldn't remember just how many.

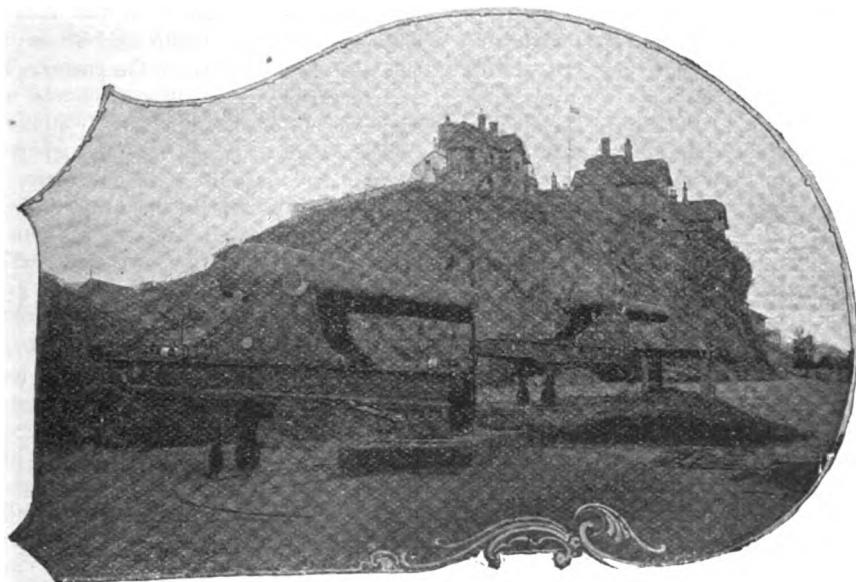
"So that ended the love affairs of Bashful Dave, but I'd give this 'er half pipe of tobacco to know just how many poppers Sal of the Silver Dollar put on the main line that night Dave Cavanagh was killed."

By D. CARL HENRY, for THE TELEGRAPHER.
(All rights reserved.)

taken to supply, and they are entitled to the gratitude not only of the soldiers in the field but of the country at large. Commanding officers are well aware of the great moral value of the field post and telegraph service apart from tactical advantages resulting from a skilled, reliable and disciplined means of communication, between the various army corps, columns, and even regiments. There is not an officer or private who goes into battle nowadays who does not know that if he should have the

luck to distinguish himself in some exceptional circumstance, news of his devotion will be telegraphed home and the story be read by millions of proud and grateful fellow-countrymen within a few hours of the doing of it, and regiments know, too, that their corporate achievements will be reported as promptly. Thanks to the post and telegraph field service, too, during the weary intervals of marching and counter-marching, which in the aggregate occupy most of the time of a campaign, our soldiers are able to relieve the tedium by writing to their friends and families at home, and to receive written comfort and

vice will watch with peculiar pride and pleasure. They are worthy representatives of what Sir William Preece has justly described as "the finest telegraph service in the world." They are highly skilled members of one of the most interesting and important of professions, whose work and devotion will put to shame Mr. Hanbury's "typewriter" gibe. (Mr. Hanbury some months ago characterized the English telegraphers as mere typewriters.) Unlike the Secretary to the Treasury, General Sir Redvers Buller will appreciate the labors of these volunteer soldiers of the Queen, and when, in due course, that appreciation



ALCATRAZ, WITH SEAWARD POINTED GUNS.

(Courtesy Southern Pacific Railroad.)

encouragement from the dear folks in the old country. For these and other reasons therefore we, on behalf of the Postal telegraph service, wish the gallant men of the Twenty-fourth Middlesex, from Captain Treble, the able and accomplished commanding officer, down to the youngest sapper, "Godspeed," and we promise them a welcome home, as warm as their own stout hearts and the hearts of their countless well-wishers.

But, after all, it is the fortunes of the thirty-eight telegraphists now on their way to the front that the Postal telegraph ser-

shall have been placed on official record by the victorious commander of the South African field force, it will be our pleasurable duty to call Mr. Hanbury's special attention to it.

At the conclusion of the war between the United States and Spain, a special army order was issued warmly thanking the volunteer military telegraphers for their services to the country during the campaigns in Cuba and Porto Rico. The praise was well deserved. Over and over again the telegraphers in the field displayed conspicuous gallantry. In many instances the

telegraphers, though wounded unto death, stuck to their instruments in the advanced trenches, and continued, while life lasted, to maintain communication with the various parts of the extensive field of operations, thereby averting confusion and probably saving hundreds of precious lives. Others remained at the post of duty while men were dying like flies around them of yellow fever. All through the trying campaign, amidst the pestilential swamps of the Philippines in the spring and summer of this year, telegraphers were in the fighting line attending to their all important duties with death, or injury, rising from the sodden ground and falling from the tropical sun as surely as from the enemy's bullets. That campaign has just recommenced, and our gallant American comrades are again to the fore. The men of the Twenty-fourth Middlesex will find in South Africa fellow-workers of British blood who have already been called upon to display the highest qualities of courage and devotion to duty, and have emerged triumphant from the ordeal. On the Natal-Transvaal border the last man to leave his post was the telegraph operator at Charles-

town, and he left by order, as the enemy was advancing upon the town. In Newcastle, a telegrapher at an outlying station, receiving no orders to quit, remained at his post, signalling the movements of the approaching Boers until they actually entered his office, and took him prisoner of war. At Mafeking, on the far western border, a telegrapher volunteered to accompany the ill-fated armored train under Captain Nesbitt, in order to restore the interrupted communications, and is reported to have perished in the holocaust which brought the gallant adventure to an end. Away in remote Rhodesia, the postmaster-telegrapher at McCloutsie is at this moment holding the little town against an immensely superior body of the enemy. The men of the Twenty-fourth Middlesex may have equal opportunities to distinguish themselves, or they may not. But whatever fortune may have in store for them, we have implicit confidence that their soldierly qualities and proved capacity will enable them to rise to every emergency, and to raise still higher the credit of their regiment and of their profession.—*London Telegraph Chronicle*.



Woman's World

FROM WEST VIRGINIA.

"Ships that pass in the night and speak each other in passing,
Only a signal shown and a distant voice in the darkness,
So on the ocean of life, we pass and speak one another,
Only a look and a voice, then darkness again and a silence."

TWO SHIPS are passing, the pathways of two lives have crossed. The time is May, the earth is arrayed in the heavenly loveliness of spring. The balmy winds are softly blowing the white May blossoms to the ground, the river is flowing peacefully along. The atmosphere is laden with the sweet breath of flowers and the birds are carolling forth their songs of joy.

But hush! Pause! O, beautiful birds of spring, cease your songs and listen! Lift your heads in tremulous expectancy, O sweet May blossoms! There comes a sound, a step, they are face to face. The East and the West are together—the sea and the sky have met. Still, it is "only a look, only a voice," but two lives are never the same again.

The ships glide softly by. Their paths diverge and stretch unto infinity. "Only a look and a voice, then darkness again and a silence." But how great is that darkness and how deathlike the silence! The birds are hushed, the flowers lie scattered and dead. The May-time is over, and all hope is gone. The world is frozen and the spring will return no more. O, Fate, thy ways are beyond comprehension!

VAUGHAN.

HELEN KELLER.


SOME women who spend the major part of their lives in worrying over evils that are liable to come and make mountains out of mole hills, will read with deep interest the story of wonderful Helen Keller. It is a beautiful instance of singleness of purpose, devotion to ideals, and concentration of will power without a parallel. The story, which we take from *Harper's Bazaar*, is as follows:

"Helen Keller is a student at Radcliffe College this term, she having passed her entrance examinations with honor under the same conditions which surround the ordinary candidate, but with added difficulties owing to her infirmities, which only a girl of her indomitable will would attempt to overcome. As all the world knows, she could neither see the examination papers nor hear the voice of the examiner. Also she was deprived of her usual interpreter, Miss Sullivan, first, because Miss Sullivan, knowing neither Greek nor Latin, could be of no assistance to her in translating the questions put in those languages, and, next, because it was decided best that this unusual candidate should be guarded in every possible way from the slightest suspicion of having received assistance. A gentleman was found who was quite unknown to Miss Keller and unable to speak to her, to write out the examination papers in Braille characters—the system of writing by punctured points employed by the blind. The day of the examination it was discovered that he used the American method, while Miss Kel-

he had learned the English system, more books being printed in that one. The questions were thus written at the dictation of the proctor, and immediately handed to Miss Keller, who had to master the unknown characters before rapidly writing the answers upon a typewriter.

"An instance of the girl's unusual concentration and self-control can be gained from the fact that she had left at home her Swiss watch, made especially for the blind, and so was unable to tell how long a time she had in which to answer the questions. This alone would have made the ordinary woman quail. Nevertheless the afflicted girl passed the examination in algebra, geometry, elementary Greek, advanced Greek and advanced Latin triumphantly. She was in no way favored because she is deaf, dumb and blind. She sat in darkness and silence, surrounded by strangers, yet she surmounted all difficulties."

A PHILOSOPHY OF DRESS.

" DID you ever notice," said a woman, "how one is foreordained to wear a certain style of dress, whether she likes it or not? Now, if there's anything I like to wear it's a hat that tips down well over my eyes, and I know I look well in that sort of headgear; but let me pick myself out such a shape, and every friend I have is up in arms because it doesn't seem just my style, and so they keep me wearing the same rather meek hat that ever looks like first cousin to its predecessor of the season before. One's character depends more than you would think on the style of clothing she wears. It's really the clothing that moulds her, rather than her character, showing itself in her choice of raiment. It's a well-known fact that she is influenced by her garments, as far as her ease and grace are concerned, for never was the woman born who could be at ease and appear at her best when she knew that her gown was ill-fitting and unbecoming. But my theory is that the dress makes the woman. You see, most of us have our particular styles thrust upon us, and before we have arrived at years of independent thought we have gradually become adapted to them. By the time we do begin to choose our own raiment we are already in the pos-

session of a style to which we belong at our lives. Sometimes I think," and here the woman sighed, "that I could be very dashing and brave if only I were to wear those hats that follow the line of the nose. If you do not believe my theory, just notice some time the difference between your real inward feelings when you wear a red gown and when you wear a sombre-gray. I should think it might make a difference with soldiers, too. The English were wise, in my opinion, to clothe the army in red. Blue is all right, for one might absorb the steady virtues of that color, but I should feel hopeless if I had to fight in a gray uniform."

—*New York Sun.*

WHAT BIRD SONGS SAY.

Dear Brothers of the Earth:

We, your little brothers of the air, wish and hereby request you to show the little kindness which we ask of you.

Whenever you go out to the woods in winter or early spring always take with you some corn or bread for us, as our supply of berries will be nearly gone by that time.

Never take a gun or slingshot into the woods with you.

Please never destroy our nests or take our young or eggs.

Whenever you see a young bird on the ground lift it up into its little home.

Tell your mammas and aunties never to wear feathers in their hats, as thousands of us are slaughtered every year to decorate bonnets.

And we promise you that we will repay your favors by delighting you with our quaint pranks and sweet songs.

Signed—Robin, Bluebird, Sparrow, Chickadee, Oriole and many others.—*W. R. Murphy.*

NOW SHE KNOWS.

An old Scotch lady, who had no relish for modern church music, was expressing her dislike of an anthem in her own church one day, when a neighbor said: "Why, that is a very old anthem. David sang that anthem to Saul." To this the old lady replied: "Weel, weel, I noo for the first time understand' why Saul threw his javelin at David when the lad sang for him."

Poetical

Two Travelers.

Two travellers started on a tour,
With trust and knowledge laden;
One was a man with mighty brain,
And one a gentle maiden.

They joined their hands and vowed to be
Companions for a season,
The gentle maiden's name was Faith,
The mighty man's was Reason.

He sought for truth above, below,
All hidden things revealing,
She only sought it woman-wise,
And found it in her feeling.

He said, "This earth's a rolling ball,"
And so does science prove it.
He but discovered that it moves,
She found the strings that move it.

If any stars were missed from heaven,
His telescope would find them;
But while he only found the stars
She found the God behind them.

All things in science, beauty, art,
In common they inherit;
But he has only clasped the form
While she has found the spirit.

He tries from earth to forge a key
To ope the gate of Heaven;
The key is in the maiden's heart
And back its bolts are driven.

—*The Esoteric.*

Give Him a Lift.

Give him a lift! Don't kneel in prayer,
Nor moralize with his despair.
The man is down, and his great need
Is ready help, not prayer and creed.

'Tis time when wounds are washed and healed,
That the inward motive be revealed;
But now, whate'er the spirit be,
Mere words are but a mockery.

One grain of aid just now is more
To him than tomes of saintly lore.
Pray, if you must, pray in your heart,
But give him a lift, give him a start.

The world is full of good advice,
Of prayer and praise and preaching nice;
But the generous souls who aid mankind
Are scarce as gold and hard to find.

Give like a Christian—speak in deeds!
A noble life's the best of creeds;
And he shall wear a royal crown
Who gives them a lift when they are down.

—*Unknown.*

The New Deliverer.

Spring is clad in garments sweet,
All her arm is bare.
Golden shoes are on her feet;
Fireflies in her hair.
Comes she lightly walking by,
With cheeks of white and pink.
Half a smile and half a sigh
Is on her lip, I think.

Half a sigh and half a smile—
A tear for April rain
That in a joyful after-while
Will daisy o'er the plain.
A laugh for summer song and sun
For bud-hung May and June.
Sigh and tear are just begun;
Laughter follows soon!

Spring! Breathe your breath on her,
Now that snows are sped!
Her heart than all is tenderer,
Her little lips are red!
Winter chilled her love with frost
While I was lying warm,
Go and fetch my dear that's lost
Cuddled in your arm!
—*Post Wheeler, in the New York Press.*

The Bells.

List to the bells,
Sweet sounding bells,
Over the hills at dawn,
Ringing in the day.
List to the bells,
Sweet silver bells,
Over the hills at dawn
Ringing the night away.
List to the bells,
Sweet bells.

List to the bells,
Clear sounding bells,
Over the hills at night,
Ringing the day from sight.
List to the bells,
The pealing bells,
Over the hills in the twilight
Ringing in the night.
List to the bells,
Sweet bells.

Crook, Colo., Feb. 16th.

—Nora Breckenridge.

The Poet's Theme.

("What is the cause of the strange silence of American poets concerning America's triumphs on sea and land?"—*Literary Digest*.)

Why should the poet of these pregnant times
Be asked to sing of war's unholy crimes?

To laud and eulogize the trade which thrives
On holy holocausts of human lives?

Man was a fighting beast when earth was young
And war the only theme when Homer sung.

'Twixt might and might the equal contest lay—
Not so the battles of our modern day.

Too often now the conquering hero struts,
A Gulliver among the liliputs.

Of old men fought and deemed it right and just;
To-day the warrior fights because he must.

And in his secret soul feels shame because
He desecrates the higher manhood's laws.

Oh, there are worthier themes for poet's pen
In this great hour than bloody deeds of men,

Or triumphs of one hero (though he be
Deserving song for his humility.)

The rights of many—not the worth of one—
The coming issues, not the battles done;

The awful opulence and awful need,
The rise of brotherhood—the fall of greed;

The soul of man replete with God's own force,
The call "to hights" and not the cry "to horse!"

Are there not better themes in this great age
For pen of poet or for voice of sage

Than those old tales of killing? Song is dumb
Only that greater song in time may come.

When comes the bard, he whom the world waits
for,
He will not sing of war.

—Ella Wheeler Wilcox.

The Inkstand Battle.

We are making smokeless powder
And big bombs to throw a mile,
That will blow the foe to chowder
In the true dynamic style.

Talk not of the bloody red man,
And the foe his arrow drops—
Every ball it means a dead man,
Every bullet means a corpse!

We've a whirling gun; you spit it,
And the myriad bullets fly,
And a hundred men a minute
Roll their stony eyes and die.

Let us stop this wild death's revel;
Martin Luther, so 'tis said,
Threw his inkstand at the devil,
And the black fiend turned and fled.

Smite your world-wrong; don't combat it
With a fusilade of lead;
Simply throw your inkstand at it;
Come to-morrow, it is dead.

Pour your ink-pots in a torrent
Till the strangling demon sink,
Till the struggling fiend abhorrent
Drown in oceans of black ink.

For the man who's born a fighter,
For the brain that's learned to think,
There is dynamite and nitre
In a bottle of black ink.

Though it makes no weeping nations,
And it leaves no gaping scars,
Placed 'neath error's strong foundations
'Twill explode them to the stars.

—Sam Walter Foss, in *Commonwealth*.

FACE-TIOUS

Reflex Disarmament.

"The Transvaal war is full of surprises."

"That's so; whenever I try to talk about it I run against somebody who has read more about it than I have."—*Indianapolis Journal*.

Once Removed.

"Are you a son of the American Revolution?"

"No; I'm a son-in-law."

"How's that?"

"Oh, one of the Daughters of the American Revolution swooped down on me and married me."—*Indianapolis Journal*.

The Lessless Age.

"It's a 'lessless' age," remarked Simpers.

"What do you mean?" inquired Gales.

"Here's a couple who entered upon a loveless marriage, drove away in a horseless carriage, and received all their congratulations by wireless telegraphy."

It Was Hot Enough.

Mistakes will happen at the table as well as elsewhere. Happily some of them are laughable rather than serious.

A Mississippi farmer, while in Memphis recently, entered a cafe and ordered a sirloin steak. A bottle of Tabasco sauce was on the table, and mistaking it for catsup, he spread it quite lavishly on the steak and settled down to enjoy the meal.

He cut off a big piece, sopped it around in the Tabasco and put it into his mouth. Then he began to feel as if his tongue was on fire. He twisted and turned, and soon had the eyes of every one in the dining hall fastened on him.

The more he twisted his face the hotter the steak in his mouth got. He could stand it no longer, and removing the burning bite, threw it on the floor and exclaimed:

"Now, confound you, blaze!"

His Rebuke.

It costs nothing to be ordinarily polite, even under adverse circumstances, and it generally pays. A passenger in a sleeping car, who was tired and sleepy and wanted to go to bed, called out to a man who had just entered the coach and was hurrying through it:

"Say, isn't it about time to have those berths made up?"

"What do you take me for?" angrily replied the other, stopping and coming back. "Do I look like a sleeping car conductor?"

"No," rejoined the tired passenger, looking up at him wearily. "You do not. I beg your pardon. My observation is that a sleeping car conductor is always a gentleman."—*Youth's Companion*.

Wanted To Be Present.

A Peebleshire worthy was about to get married. The bride-elect resided some distance from where William lived, and the marriage was to take place at her home. The eventful day having arrived, the prospective bridegroom started for the station. On the way, however, he was hailed by the village grocer, who entertained him so heartily that the end of it was William missed his train. The grocer suggested sending a telegram, and at William's dictation wired as follows:

"Don't marry till I come.—William."—*Scottish American*.

And There Are Others.

Teacher—Tommy, where is the North Pole?

Tommy—Don't know.

"You don't know?"

"No'm. If Peary and Nansen and all those couldn't find it, how do you expect me to know where it is?"—*Harvard Lampoon*.

He Wasn't "Soaked."

"When I go over to the old country I am going to get a lot of clothes to bring back with me," said a well-known Wind-sorite, who went abroad recently.

"Oh," said his hearer, "if that is the case, I have a brother who is a tailor in London, and I will give you a letter of introduction and write him telling him to use you right."

In course of time the traveler stepped into the tailor shop in London and presented his letter of introduction. He got a warm handshake from the tailor, who said he had received a letter from his brother telling of the traveler's expected arrival, but could not understand part of the letter. The letter, when produced, read:

"Dear Brother—The bearer, Mr. —, is from our place and wishes to get a lot of clothes in London. He has all sorts of money. Soak him. Yours affectionately."

The part of the letter that could not be understood was the concluding phrase. The traveler, of course, understood the Americanism, but managed to keep his face straight while he gave it a favorable construction. He saved the laugh until he could have it on his American friend.—*Chicago Inter-Ocean.*

A Likely Subject For Life Insurance.

"I wish that people wouldn't try to be too funny with me!" snapped the life insurance agent to the *Detroit Free Press*. "Life is a serious business. That is why I spend so much of my time trying to impress upon people that some of my unexcelled life insurance is necessary for their happiness. Here I have lost a whole day and been put to considerable expense when I might have used both to better advantage, and all because people look upon me as a fit subject for their practical jokes.

"The other day I chanced to step into a hotel to see what was going on, and while there I struck up an acquaintance with a man who looked to be about 60 years of age. It wasn't long before I discovered that he carried no insurance, and as he looked like a splendid risk I lost no time in telling him all about the celebrated insur-

ance that I handle. He looked a little bored before I was half through, but I didn't let that bother me, as I had him in a corner where he couldn't escape. Finally, through an oversight, he managed to get in a word.

"See here," said he, 'I have heart disease and couldn't get my life insured if I wanted to. But I have a son who is as sound as a dollar. Why not talk to him?'

"Where is he?" said I.

"He is out at my home about thirty miles from here. It will be worth your while to see him."

"I'll see him at once," I answered.

"Well, I got the address and took the first train out there. I found the house all right and rang the bell. A woman answered and I asked if Mr. Blank's son was at home.

"He is," she answered looking at me rather queerly.

"May I see him?" I asked.

"You may," she answered, and led the way inside. She disappeared for a moment and then reappeared upon the scene with a six months' old baby in her arms, and I collapsed."

One On The Professor.

A professor of invertebrate zoology, wishing to procure some trichinous pork for purposes of experiment, went to his butcher, and asked him if he ever got any measly pork.

"Sometimes," the butcher cautiously answered; "but I always throw it away."

"Well," said the professor, "the next time you have any, I wish you would send me up some," meaning, of course, to his laboratory.

The butcher, although somewhat taken aback, said that he would. Three weeks passed, when the professor, growing impatient, again visited the store.

"Haven't you found any measly pork yet?"

"Why, yes," said the butcher; "I sent up two pounds a week ago."

A sickly grin broke over the professor's face. "Where did you send it?"

"Why, to your house, of course," said the butcher.—*Argonaut.*

Our Correspondents

"A PROPHECY."

JOSE GROS.

THE incomes of the Queen of England, the King of Italy, and the Emperors of Germany and Austria are not much over \$12,000,000 altogether, about \$3,000,000 as an average. At least two and-a-half millions is used by each of those royal families in the army of servants that royalty is forced to have—above ten or twenty servants needed for the personal comfort of any of our industrial kings. The real personal income of royalty is then \$500,000 at the utmost. The great Republic of the United States has an industrial king, Carnegie, with close to \$25,000,000 income, as acknowledged by himself. See New York dailies February 14, 1900. That American king is then fifty times as rich as each of the four royal families above mentioned, and twelve times as rich as the four families combined, at the head of four great European nations. And that king of ours is but one in 500 big kings, besides several thousands minor ones, who have to be satisfied with the trifle of, say, \$200,000 average income. Not even the latter moderate fortunes, as we call them in our nation, are easily found anywhere on earth outside of the United States and England. An income of \$20,000 represents about the top rank in all other nations, with but a dozen exceptions, call it five dozen if you like, average \$100,000 incomes.

Most of our fine good people think that everybody is entitled to what he may get because of his superior brains in wealth accumulation. As for principles of honesty in wealth distribution—why should we bother ourselves in connection with such a trifle as honesty? If that philosophy is at all right, then our own glorious progress could yet be vastly improved. For instance. Our 16,000,000 family groups

produce to-day \$16,000,000,000 per annum. We should try to evolve a few hundreds or thousands of brains bright enough to pocket, say \$15,000,000,000. That would leave but \$1,000,000,000 for about 15,000,000 families, at the rate of but \$60 per family for the year. That would be but one-tenth of what they now obtain, most of them anyhow. We would then have ten times more poverty, degradation, crime, insanity, suicides, etc., than to-day, as the product of greater injustice, because of more wealth concentrated in the hands of the few. And what a holy and heroic nation we would then be, if the above mentioned philosophy of our good friends of high degree has any value! There is nothing like some extreme illustration to prove the aberrations of human wisdom.

Having shown, it seems to us, that our industrial system is essentially rotten and diabolical, we can assert the need of fundamental reformers. We have but three groups that can logically claim to be at all fundamental, each in its own way. The names by which they are known, or call themselves, are as follows: Socialists, Anarchists, Single Taxers. We wish the second group should be called Individualists, because that something so terrible—public opinion—is bound to misunderstand the word anarchist, and to mean by it murderer and robber. Let that go just now.

Socialists believe in Government assuming all the duties of a healthy wealth production and distribution. Could that be carried out without the creation of a bureaucracy, a politico-industrial oligarchy of immense dimensions, as long as men have not decided to become much better men than they see fit to be to-day? There you have the problem in the hands of our friends, the Socialists, for many of whom we have the greatest respect and consider them honest and noble types of humanity,

far above the millions whom the world considers *choice men*.

The Anarchists, or, rather, the individualists, think that human government, insofar as what we call human laws are concerned, are worse than useless, and shall not be necessary, are not necessary to men willing to abide by the fixed laws of the universe, in nature and in ethics or moral principles. The latter point is axiomatic. Take any sensible, honest husband and wife, with a group of children. Shall they need any human laws to live in perfect peace among themselves? The supreme joy of the husband shall be to make his wife supremely happy. The grand ideal of the wife shall be to surround her husband with a halo of health and happiness. The two shall blend their efforts in the joyful, symmetrical development of all their children. The same shall happen in each nation on a large scale when civil and religious education learn how to evolve the honest, intelligent citizen. Thus far, all education, civil and religious, has simply evolved—"the selfish citizen," bent upon standing by selfish laws, laws of privilege to some for them to get the best of all the others. The problem of the Anarchist (individualist) is, then: How to reconstruct civil and religious education, how to make both correspond with the ethics and morality *preached* by Christ.

What about the "Single Taxer"? He represents, in the social order, the force of gravitation in the Cosmos. Gravitation is Socialistic in its centripetal tendencies and individualistic in the centrifugal ones. Through the former it holds atoms and masses in close, intimate connection with each other to produce all that usefulness and beauty may require, beauty in physics, beauty in morals. We cannot rise very high in the moral order, but in proportion as we fall in love with all external forms of beauty. Through the centrifugal tendencies all atoms and masses are given their own spheres of action to evolve and preserve their individualized beauty, as part and parcel of the grand ensemble of beauty in each section of the universe, the one on which we may see fit to localize our facul-

ties by the minute or the hour, for education or recreation, for labor or for rest.

The Single Taxer stands squarely for the law of equal rights to all, with no privileges to anybody. Any function, then, which individuals cannot perform without begging for some privilege from society, any such function belongs to society, to the nation or the municipality, and should not be abdicated in favor of any group of sharpers, bright men, as we call them. "*If any among you is the greatest let him be as the servant,*" not as the boss, as all rotten forms of progress have seen fit to do, and that means—all nations so far, the powerful a little more than the weak. Necessarily, as nations rise, they become more wicked, as long as they give the cold shoulder to the spirit of brotherhood preached by Christ, and refuse to have "the peace that passeth all understanding," preferring war and rumors of war, military glory, brute force, and so on, as all heathen nations did thousands of years ago. Is it possible that Christian nations cannot do any better? Does not that alone prove the disgraceful farce of what we see fit to call progress?

The Single Taxer's plan seems to us the most sensible, and its establishment at least indispensable to any higher social status that men may need. But not even the Single Tax is possible under our political system. The probability is that we shall first have some kind of mixed up, mongrel Socialism. A grand revolutionary process shall follow, a great struggle between the selfish and unselfish elements of humanity. It may take fifty years or more for those two stages in social development to work out a more or less finished single tax civilization. That would leave humanity free from the fetters of privilege to groups of men. The realization of God's kingdom shall then be easy enough, through any details that may best suit the new needs and aspirations of men willing to live *as real brethren*, and not as wild beasts in the jungle, what progress has thus far proclaimed we should do, what we have done, and are doing, as a matter of fact, as yet.

ON SOCIALISM.

I beg leave to ask our Colorado brother, who signs himself "A Fellow-worker," what he means by state and democratic socialism?

Some time since I heard a non-union brother telegrapher inveighing rather harshly against socialists. Upon my request for a definition of socialism, he readily replied that "socialism means dividing money up with everybody." After giving him a concise definition of socialistic principles, I retired because an argument with a barbarian has no charms for me.

Webster's definition of socialism is very good, but some of the other dictionaries give much better ones. The Standard says: "A theory of polity that aims to secure the reconstruction of society, increase of wealth, and a more equal distribution of the products of labor through the public collective ownership of labor and capital (as distinguished from property) and the public collective management of all industries." The Century Dictionary says: "Any theory or system of local organization which would abolish entirely, or in great part, the individual effort and competition on which modern society rests, and substitute co-operation; would introduce a more perfect and equitable distribution of the products of labor, and would make land and capital, as the instruments of production, the joint possession of the community." And Worcester has it: "A science of reconstructing society on an entirely new basis, by substituting the principle of association for that of competition in every branch of human industry."

When theorizing upon many non-essential details socialists widely differ, but upon principles, all substantially agree. The principles of socialism are:

The adoption of an industrial system that will abolish profit, interest and rent.

The total abolition of useless and unproductive labor.

Production to be directed and carried on in a scientific manner, collectively by all.

An equitable distribution of all wealth produced. By wealth I mean (natural substances which have been adapted to human

use by human labor; natural substances that have been secured, moved, combined, separated, or in other ways modified by human exertion for the gratification of human wants and desires).

The complete abolition of all forms of monopoly.

The nationalization of all means of transportation and communication. In short, socialists agree that the country and everything in it belongs to the nation, and that both shall be used for the equal benefit of all.

Contrary to the popular idea, socialists and anarchists have nothing in common, except both are anti-monopoly. Our anarchistic friends favor individualism and the abolition of monopoly.

Of all the classes in our land, the plutocrats are easily the worst, for they favor monopoly and slavery—either is infamous.

The question, brother, is this: Are you willing to do your share of necessary toil? Or would you prefer to be a drone and live from the proceeds of others' labor?

The equality of mankind is a fact, only plutocrats, theocrats and such like deny this truth. The mind of the average plutocrat or theocrat is so dulled by fallacy and sophism that he is quite unable to think clearly or to reason correctly.

By equality of man, I do not mean equal talent; that would be absurd. I mean the equal right of all to life, liberty and happiness, and to all that these three words mean and imply.

In conclusion, I beg to say that socialists simply propose to establish justice. With justice established in the industrial and social relations, I believe that the Golden Rule would soon govern man's conduct toward his brother, then peace and happiness would prevail in the land.

H. L. JACKSON.

EXPRESS BUSINESS.

I would like to make a few remarks about the express business in connection with the duties of the telegrapher. This is a subject pretty well discussed, but not quite mastered as yet. While a strong organization won't solve all problems it will solve quite a few in the telegraph business

and the roads and express companies know this far better than the average telegrapher.

To threaten the discharge of a man for attempting to redress a grievance is the act of a coward, and this getting someone else is a bluff, as operators are not so plenty as they were a few years ago.

The express companies are merely imposing upon the rights of the telegrapher, and if the operators refuse to handle the express matter, the roads would move the express office rather than have to worry along minus agents and operators.

A benevolent old gentleman friend of mine while passing a street corner, had his attention arrested by a street beggar, who had displayed a huge placard, "I am blind." Wishing to assist all who are stricken by misfortune, my friend placed a dollar bill on the beggar's plate. A gust of wind swept the money down the street. Immediately, and to the astonishment of the giver, the beggar ran after the money, picked it up and placed it in his pocket. He of the benevolent heart asked why this astonishing feat was performed and without a tremor the "Absent-Minded Beggar" coolly replied: "Oh, sir! Excuse me. I thought I had up my deaf and dumb sign." Herein lies a key to the solution of our problem. Operators are blind to their own interests and deaf to the entreaties of those that see.

This should not be. Operators must show the officials we are awake to our own interest. When you think of a thing that needs doing do it before you forget it. When you have a grievance join in with the boys and have it righted. Killing a man for his convictions is not burying him by any means, nor is discharging a man for petty spite going to make the rest relax their efforts. It will merely wake up the slumbering to the true state of affairs.

MOSSBACK MOAN.

GOVERNMENT.

At this late day in the history of the world there are those who have such unbounded faith in the efficiency of the people that they are led to declare themselves against civil government. These people are usually called anarchists. Another class have so much faith in the efficiency of gov-

ernment, and so little faith in individual effort, that they advocate all things placed under government control. These people usually call themselves socialists. Still another class, and by far the very largest, are those who have faith in representative government and constitutional law. The anarchists are illogical because they provide no check or balance, system or method, and expect everything to regulate itself just as water finds its level. The socialists are more logical than the anarchists because they have less faith in the people, but are illogical in placing their faith in all government. The representativists are more logical than the socialists because they have faith in the people and faith in government, and they only become illogical when they make laws which throw matters economic out of balance, or when they expect the government to be better than the people, or the people to tamely submit to a government which does not respect the rights of the people. But all these classes each and every one are aiming for one and the same thing, viz., Light, Liberty and PIE.

The forms of government which the human race has experienced since its debut upon this terrestrial sphere, have been various, extending from the tribal chief, whose prowess and many admirable deeds of bravery or of heartless cruelty placed him in the lead, to that of the free government of the United States of America, which has neither king nor potentate for ruler, and where the national system gives every citizen a vote and every resident a voice in framing the policy and making the laws of the nation, for no matter how humble, or ignorant the citizen, he has the right to go to the poll and cast his vote, and no matter how foreign the resident he has free speech and press liberty, and he is not restrained by civil government from their legitimate use.

Complex government requires a little study and some intelligence to comprehend, while the simple rule of a czar, dictator or despot requires neither intelligence nor education to understand because they become usurpers of every kind of administration, and there is nothing to do but follow the string tied to the collar about the neck of

those who live under such rule. Under the despotic system there is neither justice or liberty for the people, and all the "pie" goes to the favored few, but under the free system everybody has a right and everybody has a chance and their success depends upon their intelligence. If they permit some political fox to usurp their rights and get all the pie, it is their fault; and the same thing applies in the industrial world under the wage system. Under free government and the wage system the people have just what they want, and if they are ruled by political bosses it is because their intelligence does not permit them to rule themselves, and if they are oppressed by the industrial bosses, their education, intelligence and courage does not lead them to take the proper steps to set themselves free. Bosses and dictators exist, and no matter what the form of government be they are there, ready to seize their opportunities to work their little schemes and take every advantage of circumstances, conditions and the ignorance and helplessness of those about them; hence, we need the best means which will establish honest principles, keep and hold them steady, and the best modes that will prevent dishonesty and check the errors of the honest but audacious.

The civil government of the United States gives such means. The way is open, the freedom and liberty is there, and by orderly procedure and patience the people can obtain what they will, for under free government they have the right and privilege to forever struggle upward. Intelligence and education for orderly procedure is required, or the masses are lost—they are swallowed up by the bosses, the dictators, the demagogues, the agitators, and led far astray of the mark they aim for. These valiant "reformers" operate in free government under the guise of law-abiding citizens, and after the fashion of the political bosses of this fair land who manipulate conditions and pull wires to suit their own desires and inclinations, regardless of justice, right and fairness. Under a despotic system of government they do not have to conceal their hand for the reason that there is no need to cover themselves, for it is well understood by the people that the

official is the "boss," and that they themselves are subjects to be ruled and dictated to. How well the principle of education was understood by the founders of our republic as a guard against the few who wield the sceptre and hold the baton of office, and as a preventative of the evil of being swallowed up by the bold blatant of assumed prerogatives. Could anyone deny the principle of the little "red" school house of America when they look back over history and note the close parliaments, star chambers, the mock judicial trials, the dungeons, the bastiles, the gibbets, the appeals to prejudice and passion, the devised devilish means of every kind to afflict, to stifle, to throttle, to repress, to deprive, to subject, to take away and to absorb the rights, privileges, and prerogatives of others, even personally resorting to poison and the dagger. But the struggle for liberty has never ceased; it has perpetually gone on and on until in more than outward form—until as a cherished and an enforced principle of civil government—it is established that every living being has rights to be respected and of which they are not to be denied. While institutions yet survive which once ruled with a high hand, and while individuals still live who possess the drastic disposition of dictator and slave driver, they dare not exercise their power to do evil and cause harm because the people have the largest grip upon public affairs. They exist—they still exist, but as survivals, shorn of their drastic and devilish power of doing as they please and all the harm they may.

The great principle of civil government in and by the United States is "check" and "balance." No man's character is questioned; all stand equal before the law; but no man is trusted outside of his official functions which are defined by law. The representatives of the people in their legislative halls assembled, make the laws. They draw lines of demarkation for the executive, while the executive with its veto checks the drastic movements of the legislature, and the judiciary stands between the legislative and the executive on the one hand and the people on the other for the settlement of differences between the people and the State.

Systems of government do not make character; they either permit character to develop or else oppress the people and stunt its growth. Of all the jails you could build, their building would never prevent their being filled; or of all the almshouses you could erect, shame would never keep them empty; or of all the gibbets you could construct the fear of them would never abolish cause for their use. Character makes the necessity for all that exists either in civil government, social or industrial matters. It is because of the diverse minds, opinions, modes and ways, that law is made necessary. It is because rogues exist to defy the laws, the will of the people, and take advantage of the people either collectively or individually that we have jails. It is because of the worthless, shiftless, the unfortunate and the want of intelligence on the part of the people to establish some other means of protection that we have almshouses. It is because we have people who do not respect the right of another to live and die a natural death that we have gibbets. It is because that even the people in high places cannot escape the influence of character that we have dishonest and unfair and selfish legislators, executives and judges. When we have the men with character, intelligence, knowledge, ability and capacity, then we have justice, honesty, fairness, truth and righteousness even without the "check and balance." And there are a few, at least, left, notwithstanding there are those who try and persuade themselves that all goodness was of the past; but the truth is to the contrary and a larger share of the goodness of the past has come down to us than the evils which have afflicted men.

S. W. HILLER.

DOESN'T LIKE EXPRESS BUSINESS.

I am glad to see so many of the boys taking up the "express company" subject, and I do hope some clause will be inserted in our next schedule with the railroads whereby we can appeal to the railroad company in case we have a grievance about express business. I, for one, would rather not handle their business at all, and my commission amounts to about \$15 per month, but that \$15 causes me more grief and trouble than

all the balance of my duties. Whenever there is a shipment that amounts to anything at all the routing is changed and sent through a "salary" office. I handle the way bills, pay my bond and everything else, and the American Express Company reaps the reward. Last summer my office was broken open in the dead hours of midnight, and two small packages of express stolen, and the American Express people made me stand the loss of one of them, amounting to \$4.98. I protested, but what good did it do. It was "pay it or quit," and these same people expect us to increase their business, build up trade, induce people to ship their stuff by express instead of freight, and that is the thanks we get for it. I hope the day will come when we will *demand* a schedule and fixed salaries from them, the same as we do from railroad companies. Talk this up, brothers. Don't let it die out, but let's be up and doing, and maybe if we do not reap the reward some good brothers who shall follow in our footsteps will be benefited. Hoping we will hear from more on this subject, I'll cut out.

CERT. 151, DIV. 22.

FROM TEXAS.

I note the article published in the February TELEGRAPHER relative to *Water Tank Operators*, and give the brother who wrote it credit for his opinion, as I tackled a position of that kind at one time and found it impossible for an operator to run a pump and give satisfaction in connection with his duties as an operator, especially where he is compelled to sell tickets, check baggage, unload local, cut wood for pump, keep tank full, building and pump clean and get a jacking up every few hours besides. There is also another question which I hope will soon be brought up for final consideration, and that is the system of *Night Call Bells* at stations where there is only a day operator, as the poor unfortunate may as well be in the penitentiary as to be compelled to remain in his office building (after drudging twelve long hours) in order to respond to the bell. He may as well be on duty twenty-four hours at a stretch, as he really has no time he can call his own to take a rest, and when he asks off for a while at

night, probably the answer will be, "No. I may need you." Furthermore, he feels like a scab when he answers these bells five or six times a night for the petty amount of 25 cents per hour, when he knows full well that if it was not for this bell there would be a night operator employed who would be glad at the thought of drawing his full pay. I would like to hear some other brothers' opinion in this matter to see whether or not they agree with me.

In reply to your article, Mr. Editor, relative to the management and publication of THE TELEGRAPHER, I wish to say that my opinion is that it is in every respect up to date and should be appreciated by all as very interesting and beneficial.

CERT. 104, DIV. 53.

FROM COLORADO.

While the great majority of railroad men are working twelve hours a day, there is a lot of talk about making more work, so there will be enough to go around, and this they would call prosperity. My subject will be "Not more work, but less work." Certainly no member of a labor organization objects to shorter hours and better pay, because that is what we are organized for. I am going to try to point out the road to shorter hours and less work. Statistician Wright informs us that those who labor, either as actual producers or distributors, receive only 17 per cent of the wealth they earn. These figures ought to serve as an eye-opener, cause us to investigate, and try to learn in what way the economic system can be so arranged that the laborer will receive more than 17 per cent, because he is entitled to 100 per cent. You often hear it said that the working people are not self-sustaining—that they are dependent upon capitalists and their capital. I am positive this is a fallacy, and my knowledge of the labor question convinces me that the worker and the capitalist can be divorced. The worker will prosper and the capitalist will starve unless he makes up his mind to become a worker, too. It is a fact that no capitalist renders any service in connection with our postal system, and it is along these lines that the working class can make themselves independent of capitalists. Our next

grand step forward should be the public ownership of railroads and telegraph lines. I will enumerate a few of the benefits to be derived from such a move, and after that, if people become convinced that it was the proper course the same remedy could be applied in other lines. The railroads have created a big share of our millionaires. Public ownership would mean fewer millionaires and fewer paupers, and not so much concentrated wealth to corrupt the government with. Many of the big gambling exchanges would be closed up. It would mean an increase in the number of producers and not so many middlemen. Increase the number of producers and it will reduce the amount of work required from each individual. Public ownership means economy—it does away with the wastefulness of competition, and the enormous profits that go to stockholders would be saved to the people. There would be no officials receiving salaries of \$100,000 per year as is now the case. The public would receive cheaper and far better service, and there would be no more antagonism between them and the railroads. Employees would receive better treatment, better pay, and the greatest blessing that would come to them would be an eight-hour day in place of a twelve-hour day. Workingmen all over the country would have their eyes opened and there is no telling what would follow. A man who works for a grasping corporation learns to imitate his employers, and his manhood is soon crushed out of him. It is time for the working class to lay aside newspapers and other capitalistic literature, and study the labor question. They will learn that through collective ownership they can become independent. Then we will have free men and a free country in fact as well as in name. They say competition is the life of trade. It is true that several competing companies give better service than a private monopoly, but under a system of "the survival of the strongest" the weaker companies are always absorbed or forced under, and in the end we have a private monopoly, which brings us right up to public ownership. Private monopoly means concentrated wealth, concentrated power, and two distinct classes of

people—masters and slaves. Public ownership means the decentralization of wealth and a more economical system of production and distribution; less work, but more equally divided up so all can work. When Wanamaker's government telegraph bill was circulated for petitioners' signatures, nineteen out of twenty were in favor of it, but we could not have it, because the Western Union Telegraph Company had more influence with the government than the people did. The people want public ownership, but they cannot get it until they get control of the government, so I don't think we should vote for any party whose platform does not contain a clean cut plank for direct legislation. Let's act on the advice of Jefferson, Washington and Lincoln, and make this a government by the people. With an initiative and referendum system like they have in Switzerland, the people would be the supreme rulers and no legislatures or courts could block the way when a majority of the people wanted a thing. A. S.

THE CAUSE OF POVERTY.

Did you ever stop to think why we have rich and poor people, and if so, to what conclusion did you come? Is it because the rich have been industrious, while the poor are lazy, or vice versa? An incident happened here last week, which has started me to thinking, and as a result, I have come to the conclusion that we have rich people because they are lazy, and poor people because they are industrious. The incident referred to was this:

A gentleman who had served a corporation faithfully for twenty years, met with an accident, whereby about \$10 worth of the corporation's property was destroyed. As far as I can see, it was purely an accident, liable to happen to any careful man, for there are few men, no matter how careful, but what will make one mistake in twenty years. However, this man was discharged without being asked for an explanation as to how the accident occurred. It would seem to me the man was entitled to some consideration, on account of his long and faithful service, and if the corporation allowed him to pay for the property destroyed and continued him in the service, it would have

been more humane. But the fact is, this man, now nearly 50 years of age, has outgrown his usefulness to a certain extent, his limbs are getting stiff, and he cannot move around as swift as he could twenty years ago; therefore, his place is filled by a younger man. But how much better off would he be had this accident not occurred, and he had been allowed to work a few years longer, for in all those twenty years he has not been able to save enough money to keep himself and family one year in idleness. They have not spent a couple of months each year at some pleasant health resort, nor in their whole life have they taken a trip to Europe. Their clothing has been the cheapest money could buy, the man has not been a drunkard, or a gambler, his wife has not been extravagant, for in addition to raising a family of seven or eight children, she has done washing for the neighbors, during her leisure moments. The father's wages were such as is usually paid the common laborer, so together with the cost of living, the rent, and an occasional doctor bill, he has been able to save not a penny. At one time this father and mother planned to give their children a good education, so when they grew to manhood and womanhood, it would not be necessary to work in somebody's kitchen, or on the section, in order to make their living. Now their hopes in that direction have vanished. There is nothing to do now but take their oldest son, a boy of 17, and put him to work on the section, and their oldest girl, who is but 15, must go to work in somebody's kitchen. These two children, who are entirely too young for the work they have to do, and who should be going to school, have to support the family until the others get big enough to begin their battle for BREAD. It would seem very reasonable, that after thinking the matter over, seeing all their hopes blasted, and their children made slaves of, when they should be going to school, I say it would seem reasonable if those parents, after looking at the matter in this light, would either go crazy or commit suicide, and they would no doubt do so if it was the only case of the kind in existence; but things have been going this way for a long time, and the

laboring man ceased to "think" generations ago.

This picture is not overdrawn, it is not fiction, but taken from real life. Not one who reads this but knows personally of several similar cases. Here in the United States (which is one of the best countries in the world for the laboring man) out of 70,000,000 people, at least 50,000,000 are unable to earn more than enough to keep body and soul together, and if we could get the statistics showing the number of people who starve to death annually in our large cities, we would find that a large number are unable to earn even this much. Not everyone is blessed with good health all their lives, and when the poor man gets sick and cannot work or get someone to work for him, he must starve. Now who is it that go to health resorts, travel in foreign countries, wear fine clothes, and have a retinue of servants? My dear friends, you will find they are the people who have nothing to do in the shape of work but keep tab on their income, and this income is derived from the laboring man's earnings. God said man shall earn his bread by the sweat of his brow, and to my mind the reason this commandment is not followed by all is on account of the system that allows individuals to own land. I do not believe an individual has any more right to own land than he would have to own the sunshine, air, water or anything that God has given us, and that is absolutely necessary to sustain life. Nor do I believe that God intended for 75 or 80 per cent of the human race to turn over to the remaining 20 or 25 per cent all they earned or produced over the mere necessities of life. I believe all the cases of starvation, most of the murders, suicides and insanity are directly traceable to this system of land owning.

We have a man in this country who owns whole counties in Kansas and Illinois, thousands and thousands of acres. He is known as Lord Scully. I don't know why he should be called Lord, unless it is from the fact that thousands of laborers are dependent upon him for life. Now, this man does not work one acre of the land he holds, but he has others to work it for him, and I am safe in saying that at least 50 per cent,

and probably a great deal more of their production, goes to Mr. Scully. Now, is he morally entitled to one per cent? I think not, because God gave the earth, sunshine, air and water to the whole human race. Take away but one of those and man cannot live. Give man the power to own and control but one of these gifts of God and you give him the power to take human life. It is impossible for man to run a monopoly on the sunshine, air or water, so we get all of them we need, but he can and does run a monopoly on the land, and hence we have starvation, misery, want, murders, suicides, insanity and tramps. We have two classes of idlers in this world—the rich man and the tramp—and of the two the tramp is the most justifiable, for while he cannot get a lot of unthinking fellows to work for him, and turn over 50 or 75 per cent of their production to him, he is not fool enough to do that for somebody else.

Give us a system whereby man gets all he earns or produces, no more, no less, and we will have no tramps, no millionaires. Everyone will have plenty, for there is no laborer but what produces or earns 50 per cent more than is actually necessary for his own needs. This assertion can be very easily proven. In the United States alone it is claimed we have something over 1,000,000 tramps, and the rich men that do no manual labor far exceed this number. Therefore, as those tramps and rich people do live and exist without work, it follows that the man that does work must produce enough to keep himself and his fellow idlers.

It is not the land owner nor the rich man that I find fault with, for human nature is pretty much the same all over, and we are all more or less greedy, but what I do condemn is the system that allows a man to own land, more than he actually tills with his own hands, and the system that allows the rich man who never produces or earns a penny, to demand of those who do, 80 per cent of their production. I imagine the way this land-owning system began in the beginning some lazy fellow met with a fool and made him believe that the land he was working belonged to the lazy fellow, but if the fool would give him half he raised the lazy fellow would allow the fool to continue

to live. It was not long until he found there were plenty of fools, and by getting them to turn over half their productions, he found he could live without working. In the course of time other lazy fellows took up the scheme, and we soon had rich men and laborers. After awhile we had more lazy fellows than could find fools to give up half of what they produced, so those lazy fellows became tramps. The trouble with the first fool was he did not stop to think, for if he did it is quite probable he would have asked the lazy fellow to show him a deed for the land, signed by God.

The same trouble exists to-day with the producer. He does not stop to think why he should turn over 80 per cent of his production to some lazy fellow that never works. Capital is growing greedier every day. In the first place it only asked half of the laborer's production, but now it wants all but what is really necessary to sustain the laborer's life. However, the laborer can do on just a little less than he is getting at present. Of course, he must eat, but it is really not necessary that he should wear so much clothes. He could get along very well without a coat or hat. Of course he might get a little sunburnt, but as there is no probability of him ever saving enough to take a trip to Europe, or spend a few months during the summer at some health resort, why, what difference does it make if he don't look very pretty?

Things have come to this pass already. We have men who work hard every day in the year, yet are unable to clothe themselves or families properly, and that there will be more in this fix unless the producer wakes up and does something for himself, goes without saying. There is but one remedy, and that is organize and educate. Every laboring man, no matter what his calling is, should organize and demand at least 80 per cent of what they produce. Individually we can do nothing; organized we can demand anything within the bounds of reason. Do not go to sleep to your own interests, or you may wake up to find your coat and hat gone, and as you only make enough to feed yourself and family you will never be able to buy another hat or coat.

Yours in New Mex., JOE O'BYRNE.

A SNAP.

It is truly surprising the great number of people who are laboring under the delusion that the position of a telegraph operator is a great snap, and are prone to regard such individuals as being extremely fortunate in their walk of life, and that the daily routine only leads them along the pathway which is strewn with flowers and illuminated with the brilliancy of an unclouded sky, never broken by the troubles of life. There is a general opinion, which is almost universal in extent, that the telegraph operators are a very well paid lot of men, who have scarcely anything to do except draw their salary. When these facts, in relation to public opinion of our profession, are considered, we come to one of the chief reasons why so many thoughtless youths are allured into learning the business. For instance, take a young man leaving the country home, where he had real independence, to launch his bark in the troubled waters of railroad life, and after serving his apprenticeship, in a hard school of experience, under an instructor, whose chief ambition is to get all out of the student he can, and little caring whether he learns anything or not, he finally gets enough knowledge of the business to enable him to hold some obscure night office, where there is little work and very little pay.

But back in the country where he left to learn a profession, which was to lead him to some exalted sphere of life, they hear the news that he has a good position and is doing well. This will influence others to follow in his footsteps to secure a good position for themselves, never dreaming of the difficulties which the student has to meet and overcome ere he masters the art of reading by sound. They know nothing of the amount of freight he has to handle, and lamps to clean and light, all for the privilege of paying \$5 per month to learn telegraphy. It is only when the student confronts these obstacles that the truth flashes upon him that learning telegraphy is no snap, and two months of night work will be ample time to convince him that all is not gold that glitters. In almost all other trades and professions, the finished apprentice feels grateful to the man that taught

him all he knows, but I am sorry to say such is not the case, as a general rule, among students of telegraphy, for nine out of ten remember the indignities which they suffered to such an extent as to have made life almost unbearable during their studentship, and, therefore, the student cannot look back with the gratitude which is usual in other cases and rarely has any love for the man who taught him.

W. BAL TIC LANE.

TELEGRAPHERS' PARALYSIS.

It's been some time since I had anything to say through your valuable journal about the arm troubles of operators.

But now I have some glad tidings, some good news to bring home to your readers; and this is my plea for taking up your time and space—mutual benefit to writer and to reader.

Since '96 I have been doing what I could to relieve and cure failing arms. My early experiences were not entirely satisfactory. I look back now, and can see where in our anxiety for a quick cure, the arm was over-stimulated, and failure resulted in cases that now I could handle with the most gratifying result.

Those early failures, however, had the effect of redoubling my efforts to find the key to success. I sought a perfect technique that would absolutely cure the worst forms of arm paralysis; and the past year has certainly borne good fruit and crowned my efforts with the best of success. In my improved method there are no relapses; the cases progress from start to finish. After every treatment the arm feels lighter and has better action, the recuperative powers steadily gain, cramp and stiffness disappear, elasticity becomes renewed in the muscles, the terminal nerves and brain regain their harmonious action, work becomes a pleasure instead of a drag, and the final result is a perfect and permanent cure—by this I mean that in a man under 45 years of age the work done will equal anything he ever did in his life. The only exception to this will be where the patient has certain specific diseases. In these exceptional cases the arm will never be fully and permanently restored.

In addition to knowing the true condition that exists in overtaxed muscles and nerves of paralyzed arms, it is still more essential to be able to use the proper remedy—in electricity the proper current, correct pole and length of each seance. Some people think electricity is electricity—"All Coons Look Alike to Me." Electricity, however, is not all the same. You might as well select your own medicine, as to use electricity, unless under the advice of one skilled in electro-therapeutics, and a master of technique; you may have an entire drug store, and yet not be able to give the proper remedy for a given disease. Operators may have their family batteries and doctors' electrical appliances galore, and not be able to select the current, dose and pole and time necessary to do good in the class of cases under consideration. Special study and practical experience has evolved my present success.

Faradic Electricity is injurious, and Static and Galvanic Currents must be handled with the greatest caution, else they, too, fail.

My improved method consists of only the mildest Galvanic Currents, under perfect control and measurement, and the occasional use of Static breezes. Particular attention is paid to localizing the effect upon the special groups of muscles affected, and allowing the current to flow up and down the nerves, supplying these muscles. By specially constructed electrodes I am enabled to get the desired local as well as general effect, and this is why no relapses occur. I am enabled to treat the special muscles affected, and avoid the normal ones, thus gradually equalizing the nutritional forces until the tired muscles rest and recuperate along with the good ones. Rest and nourishment is what the weakened parts want; and that is the result obtained by short, mild, reversible currents of Galvanic Electricity.

Yours truly,

B. Y. BOYD, M. D.

Chicago, Ill.

"Think naught a trifle, though it small appear;
Small sands a mountain, moments make a year,
And trifles life."—Young.

FRATERNAL

W. N. Y. & P. Railway.

It has been some time since we have heard from the Rochester Division, and now that we have a majority of men as "brothers," or will be this pay day, we should begin to get our lamps from under the bushel.

Bro. Brandon, Organizer, came over here two weeks ago and went after some of our boys here, and we are glad to say that a majority came in without the use of a gun.

Bro. Conners, of "CB," was off one day this week as Inspector of Election, Extra Opr. Park relieving him.

We often wonder why Bro. "R," of "FA," strays over to Cuba with such regularity. We hear he says "walking is good."

The Fillmore department is hugely enjoying their new depot. They needed it badly.

It is reported that Opr. Chizdett, of "WC," was recently captain for one side of a game hunt, and that he found, upon awakening the next day, his enlarged photo draped in mourning. It must be he had to settle.

Extra Opr. Clark, of "DO," has been relieving Opr. Mosher, of Rochester Yard, days, on account of sickness of the latter.

We overheard the remark made a few days ago by a certain agent upon this Division, that he had no use for the O. R. T., that when the company fired him he had a good farm to go upon.

This same gentleman is working from 7:30 A. M., to 7:30 P. M., Sundays included, carries the mail, lights and cleans the switch lamps, is operator, agent express and W. U. Tel. Co. all at once, and draws the staggering salary of \$35 per month. I hardly think our Order would be benefited much even if he was to join.

Div. Cor.

Great Northern Railway.

Our February number contains quite a roast for our line. I have no criticisms to offer, can only say, it is all too true. I am a pumper myself, but I cannot help it, as I am married and my family and myself have to live. It was all the company had to offer, so I accepted it. I am in line now, and have seen many days in the harness, working for the amelioration of my poorly-paid, but honest, avocation. However, this pumping proposition is not the whole of my troubles, for this affects us as operators more than it does others as engineers, conductors, brakemen, trackmen, etc., and for that matter, every line of labor on the system. The proposi-

tion has gone forth by someone in authority that while Great Northern stock is selling in open market for from \$100 to \$175, the very generous management will sell to employees only, a certain amount of this class of goods at par, viz., \$100, and keep a string to it, etc. The philanthropic principle of this generous proposition at first sight is almost enough to make a man shed tears of gratitude, thinking that it is possible that old Dives has at last repented and will give us poor devils a chance to share a portion of the profits of our honest toil.

Ah, my brother, I know only too well that the majority will grab a few dollars' worth of this bait, only to see in a year or two that, owing to slack business, the company must reduce salaries temporarily, and that you will be required to do so and so for the present. You being a stockholder, this proposition will naturally appeal to your business instinct. Once you get a few certificates of stock, you can rest assured the company will do the rest.

Were you ever over the line of the Illinois Central? Do you know the relative duties of the agent there? I have been there. The agent supports, by request, two good suits, uniform, cap, buys a standard watch from the company's jeweler, then commences to labor for from \$10 actual salary to \$50 prospective or probable salary, counting postoffice cancellation, etc. He cancels the stamps while his students listen for the train to whistle, so the engineer will see the semaphore fall, carries all switch lights, pumps, etc., etc., until he cannot speak above a gentle whisper. Did you ever hear of these agents and operators kicking about their condition? Oh no, not much; they are stockholders; they are not working for the Illinois Central, but for themselves.

Did you ever watch some good old soul of a tarrier on this line, the Illinois Central, pull the nut off in removing a bolt from a fish plate? If you did, you observed also that he put the same nut in his pocket and ultimately landed it in the scrap pile, just as safely as he would put a \$20 bill in the bank. Now, by all means, let's all buy some of Mr. Hill's or any other magnate's stock for 50 per cent on the dollar, and get a good thing. Did anyone ever hear of a strike on the I. C.? Well, you never will, I'll bet on that. The I. C. has fixed its employees cheaper than any road I ever saw. Mr. Hill is trying to fix his also. Now, just grab a handful of his paper and he will push the button. More when I am invested. Yours for gain,

INVESTOR.

Choctaw, Oklahoma & Gulf.

Organizer A. B. Stilwell has been circulating among the boys the last few days, touching things up generally. He says the boys are about all in line now.

Bro. J. T. Ware is the "owl" at Holdenville, I. T. He says the Indians don't bother him any. Bro. Smith is a fixture at Booneville, Ark., nights. "CS" is stuck on Arkansaw.

There have been some changes in our dispatcher's office at So. McAlester. Mr. J. W. Evans, formerly trainmaster, is succeeded by Mr. M. A. Lally. Mr. Evans goes to Alabama. The boys were sorry to see J. W. E. go, as he was well liked among them, and goes with their best wishes.

J. C. Blaine remains as chief dispatcher.

Bro. F. D. Light, second trick man, is succeeded by C. H. Hurd.

Mr. H. W. Hammack, first trick man, is succeeded by Mr. U. S. Ray, of Wichita Falls, Tex. Mr. G. F. Hill is the third trick man.

They seem to be nice fellows, and will undoubtedly be liked by all on further acquaintance.

All express regret to see the old men leave, as they have worked hard and faithfully, but will no doubt better their position by the change.

General Superintendent J. H. Harris was over the line last week with the "Arapahoe."

As mentioned elsewhere the marriage of Bro. J. M. Dickson at Shawnee, was indeed a surprise to all, as few knew of its approach. "DN" has to stand a good deal of joshing nowadays. He is all smiles, though, and answers "S" with pleasure.

Bro. H. Y. Smith is working nights at Harts-horne.

Bro. J. J. Walsh is night man at Shawnee, O. T. CERT. 2820.

To Telegraphers Around Harrisburg, Pa.

Wake up! Don't you see your mistake, or do you intend to peg away for low wages in the future as you have done in the past, when it is in your power to remedy this state of affairs by an outlay of only a few dollars per year?

You all, no doubt, expected the much-talked-of raise of 10 per cent the first of the present year. Did you get it? No; and the company will not give it to you voluntarily.

The two Divisions just west of us pay their men \$60 for eight hours, and they do no more work, and in many instances, not as much as we do, and yet we only receive \$45 and \$50 for twelve hours' work. We handle from fifteen to thirty levers, while the men on the other Divisions have lever men to do their work.

Now, who can tell why this distinction is made, when we are all working for the same Railroad Company?

Telegraphy on our Division has become so laborious that it is almost an impossibility to get out of the office. We labor here for twelve long hours, and when we are relieved we feel as though we had been pounding stone on the King's Highway all day, and all for twelve cents per hour. Just think of it!

Only last week I saw a brakeman's check, and it called for \$82.63. Think of that for braking on a freight train for one month. We have more responsibility in one minute than he would have in a whole day.

The last office on this Division on the west end was taken off and placed on the adjoining Division on the first of the year. It had some twenty levers and the men were after eight hours. The company could not give it to them while it was on this Division, but as soon as it was placed on the other Division they got eight hours. There are other offices that have more levers than this office has, and we are all doing as much, and some of us more work than they did. Can you not see into these things, or do you not want to better your condition?

Some of the biggest kickers on the Division are "nons," and when you talk O. R. T. to them they admit it is all right, but they cannot spare the money, yet they spend more than the amount required for foolishness.

The engineers are after a 10 per cent raise, and the prospects are good for their getting it. Now, line up and see if we cannot get a piece of this prosperity. This corporation won't help the telegraphers unless we show a disposition to help ourselves, so let all push.

A CHARTER MEMBER.

Central of Georgia Railway.

First Division:—

Having delayed sending Bro. "ES. EX." dots from the First until, the possibilities are, they would fail to reach him in time for monthly items, and for fear no other brother has given him the "ups and downs" of life in the land of muddy lakes, frogs and "skeeters," I will shoot straight for our efficient editor's office, and possibly knock a hole in the waste basket.

Our members on the First seem to all be asleep, or each waiting to see what the other is going to do. There is work for all; what one fails to say or do, another could find words and work to convict. The trouble, brothers, seems to be too many of us are too much inclined to criticise the efforts of another. This is not right as men, much less as brothers. We are not banded in O. R. T-ism for the purpose of cutting each other's throats, or injuring in any way the reputation and rights of another, be he brother or "non." We are together striving to extend farther the banners of success, and raise higher and make better the fruits of our profession. Can we do this with our coat tails pinned together, and all pulling in opposite directions? Stop and think before you speak, or act unkindly towards another. Do not let your personal opinion, dislikes, etc., of a brother go beyond yourself. So long as his actions and works are within the bounds of our by-laws, his rights, etc., are the same as yours, and you err when you endeavor to place a stumbling block over which he may fall, or injure him in the estimation of others.

Bro. Jule Mercer and Mr. Griffin still handle the "9s" at Ocunelgee Bridge.

Bro. O. W. Horne and Mrs. Horne, at Gordon, keep things on the move.

Bro. Heminger, at Toombsboro, happier than ever.

Bro. C. E. Pyron, nights, at Wadley, has been relieving agent at Adrain for several days, relieved by Mr. Geo. Pyron.

Bro. Bob Riser, of Bartow, worked a few nights at Pooler a short while since.

Bro. Smith is doing the right thing at Davisboro, as usual, shipping everything and everybody he gets his claws on.

Bro. R. B. Griffin, at Dover, is handling things proper.

Bro. B. A. Horne is holding his own at Halcynondale.

Bro. Sapp, formerly of the So. Ry., now major of the frog army at Egypt, nights. Glad to have you with us, brother, and hope your stay with us will be long and pleasant.

Bros. Davis and Pyron, at Meldrine, have had their hands full for several days, Bro. Powell having had to attend court at Savannah.

Bro. E. O. Ivey has been acting agent at Pooler for a week or more, Bro. N. W. Waters being away at court.

Bro. "Micay" Carey smoking his own pipe at C. & S. Crossing, nights.

Bro. R. B. Pyron still at the head of the block, one mile post, nights.

On the close I find myself passing off the time at Bloomingdale as best I can, with my wife as president, secretary and treasurer of our household, and my little pension—but I have nothing to grumble at, as she goes to town on pay days, and always remembers me by bringing me five cents' worth of peanuts. Life is not so rough after all.

Brothers, give me a little news every month and I will try to get it to our Division Correspondent, who will in turn put the "molasses" in it, and we will not be tail end so much.

Yours in S. O. and D.,

"H."

Mauch Chunk, Pa., Division No. 73.

To judge from a perusal of THE RAILROAD TELEGRAPHER one would think that the members of our "Mountain Camp" were dead and buried, but such is not the case. We are alive and doing remarkably well. During the past winter we have participated in a series of union meetings with the other brotherhoods, which we think has had a very beneficial result.

I am told that one of our Brotherhood engineers has received a letter from his superintendent, asking him to explain why he refused to accept a paper of scab tobacco, the product of the American Tobacco Company; also why he is using his time to influence other men from buying this brand of tobacco. Brothers, this should show you your true position. Not one of you can afford to act strictly in your individual capacity. Your place is in the ranks, working earnestly for the advancement of your craft and all organized workers.

The L. & S. Division of the Central Railroad of New Jersey, is in the best condition, numerically

speaking, that it has been in for some time, and I am pleased to report that the good work steadily continues.

Our committees are on the road, which entails considerable expense, and every member should therefore make an effort to assist as much as possible by paying up their dues promptly, thereby helping the good work along as far as lies in their power. I would also call the attention of our members to the fact that according to the Constitution any member sixty days in arrears, who should need the services of the Board of Adjustment, cannot receive the same. A word to the wise is sufficient. NINETY.

St. Louis & Southwestern of Texas.

I beg for a small space in our valuable journal to acquaint the brethren at large with the status of things on this "Pike." Have watched the columns of THE TELEGRAPHER closely from month to month, but have failed to see anything from the boys on this line.

I am sorry to state that matters from an O. R. T. standpoint are in a deplorable condition. I find students at nearly every station. They sleep in the depot and get up all through the night O. S., and try to take train orders, there being only four regular night offices between Fort Worth and Texarkana, a distance of 200 miles. Another scheme this road has of knocking out the telegraphers is that as soon as business gets dull, they cut the wires out of all the small stations and just have an agent, reducing the salary to \$25 per month. In most instances, the men accept the reduction, beg for the wires to remain, cut in O. S. and take train orders just as though there had been no reduction.

Another thing I wish to mention—there are a few men on this line holding up-to-date cards, and about four months ago some minor officials went over the road to ascertain how many Order men there were and three-fourths of the men actually denied their membership for fear they would get a can tied to them. Brethren, what do you think of such royalty and what do you suggest as a remedy? If an organizer was sent over the road and should succeed in getting a few members, I fear when the test came they would deny their membership. So, brethren, I put the case before you for reflection. CERT. 101, DIV. 20.

Washington, D. C., Division.

Potomac Division No. 2 held their regular meeting February 3, at Society Temple Hall, corner Fifth and G Streets.

Meeting was called to order at 8:30 P. M., by Bro. E. F. Broome, with good attendance and a number of new faces who had never visited us before. Hope they will come again.

The minutes of preceding meeting were read and approved and several bills passed upon. Then an election was held to fill vacancies. Bro. E. F. Broome was elected Local President, and Bro. R. P. Wetmore to fill position of First Local Vice-President. DIV. COM.

Pennsylvania Railroad.*Pittsburg Division:—*

Below find chronicle of transfers, etc., on this and Southwest Branch, which may be of interest to the members of this Division.

Mr. John Cline has been transferred from County Home Junction, to second trick at "SW."

W. Reed, transferred from second trick at "SW," to third trick at "GN," vacated by death of our late friend, Mr. McCullough.

Mr. E. Blystone has been transferred from third trick at "SW," to third trick at "RG."

Extra Copier W. Blystone now enjoying third trick at "SW."

Mr. Murphy has been placed at "RG," instead of where he has been working. Mr. Hanlin, from "YU" to "CJ," third trick.

Mr. Thompson from second at "GU," to first trick at Southwest Junction.

Mr. Stromer has been moved from "DR" to "BH."

Mr. Dushane, who has been holding down first trick at "DR" during the absence of Miss Amend, has resumed his regular trick.

E. Smith is now located at "BN."

Regular R. I. Smith changed from "NR" to third trick at "DR." C. Monahan from "SW" to "GU."

J. P. Ryan has been off duty some time, serving as juryman at Greensburg.

A telephone system of running trains has been adopted on the Sewickley and Scottdale Branches. Quite a number of 'phones have been put in along the main line.

A few evenings ago there was great excitement at "SW," caused by a train running by red block and into an engine. The engineer jumped off and the engine ran fifteen miles and into the rear end of another train. The responsibility for the same was tried to be put on the operator, but we find that "DF" is still at the old stand, and hope he will continue there, as he was certainly not to blame.

Oprs. Rhodes, Pickerill, Berkebile, G. and J. Costello, L. I. and S. Seaman, J. and S. D. Daniels, W. Dushane, E. R. and E. S. Smith, Luther, Doak, Stromer, Kolb, King, Witt, Campbell, Ryan, Ulery, J. and C. Monahan, Murphy and Fritchman attended the funeral of our late friend and telegrapher, R. J. McCullough, who was killed while attempting to alight from a moving train, the account of which was fully given in our last TELEGRAPHER. Operators Mesdames Jessie and Clara Morgan and Miss Johnson, from Bolivar, were also present. We extend to the family of the late friend our deepest sympathy.

I trust the above will be satisfactory, and if the brothers along the line will furnish the correspondent of Division No. 52 with items each month, he will see that they are inserted properly. You should, however, endeavor to have the same in his hands not later than the 25th of each month. Forward them to your secretary and he will deliver them.

"WILL U. BEE?"

C. & C. Division:—

Through the untiring efforts of Bro. Dacres and several old members of Division No. 52, we have had our eyes opened and got in line with the balance of the O. R. T. boys. It was our first opportunity to have an Organizer with us to explain the benefit of the Order, and we nearly all took a tumble in the right direction. There are but one or two "nons" left on this Division, and from what we can learn they will be with us next payday, which will make this Division solid to a man. We have only one lady operator on the Division, and we learn to-day that she is soon to enter the matrimonial ranks, and will hardly, therefore, join with us on that account, but we hope she secures for the other half one who is a member of the Order.

I will endeavor to give you an outline of our Division.

At Glen Campbell we find Mr. Campbell smoking his "plowboy" and keeping things moving.

At McGees we find Mr. Hunter.

Mahaffey, Mr. Fred Albert, days, and an unknown at nights.

La Jose Junction, Jim McCardell sits in his 6x8, monarch of all he surveys.

Westover, we find Mr. Kuhn doing left hand work for the company.

At Garway, Mr. Lowman pounds the brass and enjoys the mountain breezes.

Hastings, we are unable to ascertain the name of the occupant of the tower at that point.

At Patton, Mr. Curfan is agent, and E. B. McCardell doing the "owl act."

Bradley Junction, the old-timer, Mr. Wetzell, holds forth.

Carrolltown Road, Mr. Wilson is agent.

Barnesboro, we find Mr. Kelly agent, and E. C. Bretzin operator.

At Spangler, Mr. Brilhart is agent, and Mr. Reed night operator.

At Cherry Tree, we find Mr. R. H. Points agent and operator.

Mr. Boley is agent at Kaylor.

At Cresson end of the Division, we find Mr. Kim copier in the superintendent's office, and S. M. Swab as clerk to trainmaster.

At Frugality, we notice F. A. Byers is agent, and at Coalport we find Mr. Stoltz in the same capacity.

We have but two students on the entire Division and as soon as we land the few "nons" we hope to clear the students, as we know they are detrimental to the best interests of the company, and know that none of the agents or operators are so pushed as to need an assistant.

If I have missed any of the boys, please excuse the omission, as this is my first attempt.

CERT. 1241.

Belpre, O., Division No. 12.

The boys will appreciate anything from Division 12. We are situated up here in the hills depending on someone to give us O. R. T. news through THE TELEGRAPHER. Thank goodness THE TELEGRAPHER crosses our quarantine lines without being fumigated and spoiling its handsome cover.

Smallpox has almost got us faded up here. Can scarcely get home to dinner and back. We are still living, and it's a wonder. Since February 1 we have been putting in twelve to twenty good, solid hours nearly every day. All during the smallpox epidemic our boys have worked night and day, and no extra pay for overtime. Now, my dear non-members, you can see what we want you to do, and what stronger appeal can we make to you? Come and join in with us. Let's get solid and insist upon our rights. Look at your pay roll for February, for instance. Did you not more than earn it? Were you recompensed for all those long, weary hours at night? No, indeed you were not. Join your lot with ours and all of us kindly ask our employers for a living schedule of wages. Make our interests and their interests the same. It will give us truer heart to do their work and bring us, as operators, closer together in brotherly love.

Brothers on this pike let's not get discouraged. Every little grain of sand helps. We have excellent material up here, as can be seen, and we want our sister Divisions to see what we can do among smallpox and quarantine without the assistance of an organizer. We will all work in that capacity, and shove the O. R. T. right up in front. Yes, we can and will do it. We have some hustlers, and there has been no grass growing around them either. With such workers as these brothers, we are bound to accomplish good. The O. R. T. has almost been a stranger in this part of the railroad world, but the time is not far in the distance when we will be right up in front. We have good, jolly, whole-souled fellows out here. Just the kind to make good Order men that any Division would be proud to claim their membership. And these are the boys we want. We are not going to get discouraged. No, not a bit. Of course, our road has met with great business depressions, which makes things look gloomy for awhile, but soon the sunshine of prosperity will lighten up the horizon in all its brightness, and I sincerely hope will find us proclaiming our rights and O. R. T.-ism.

It is with deep regret that we received word of the death of our brother and secretary, G. J. Steurer's father, who answered the final call of Him in heaven. Bro. Steurer, accept our most heartfelt sympathy in these hours of your bereavement. May God's richest blessings ever be with you is the wish of us all.

Will not someone up here voluntarily give us the news on our road to the journal. We can make an interesting column every month by all contributing just a little. The writer will gladly assist in any way he can. CERT. 108.

N. Y. C. & St. L. R. R.

First District, Eastern Division:—

Opr. Shaver, of Erie, it is said, will soon be married, but if you believe this just believe the moon is made of green cheese, for Put is cut out for an old "batch."

Ops. Jones and Rison, at Cascade, are already planning for their summer flower garden and ex-

pect to claim the neatest and cleanest office on the road. Get up and shake the dust, boys.

Opr. Cummings, off the "Erie," is now located at West Seneca in Opr. Steadwell's place, Opr. Steadwell having gone to Conneaut.

Opr. Mulcahy has been off duty a few days on account of sickness in family. Sorry to hear it, "Mull."

Opr. Green got in a few days of daylight.

Opr. O'Neill, from Silver Creek, relieved Opr. Green at west end double track—same old story? "Red" block against No. 1.

Opr. Baker, of Wallace Junction, has been promoted to a clerkship at that point on account of heavy traffic. Opr. Killoway, of Conneaut Yard, is working nights in Baker's place.

At "X" dispatcher's office, Conneaut, we have "Q" back again, nights.

Dispatcher Steadwell has been running second trick, Dispatcher Eldridge third trick. Both know how to do the square thing with the boys.

At "XD" Conneaut Yard, Opr. Steadwell, of West Seneca, is holding down night trick in Opr. Killoway's place.

Well, I will now cut out and leave some other kind-hearted brother say something.

"PUNK" CERT. 24.

Second District, Eastern Division:—

E. M. White, better known as Nick Carter, from Painesville, is now doing the West End "owl act" at Conneaut Yard.

Dad Marshall is working West End "XD," days, while Opr. Fable is first assistant manager "MX," relieving Opr. Wood, who is now chief operator.

Opr. Cole working East End, where they "copy 3 wax."

Opr. Curtis has resigned his position as chief operator, "MX" office, to follow other business.

Opr. Tiffany is now located at Euclid, nights, vice Opr. Guinann, who is now agent and operator at Euclid Avenue Station, a new office.

The "Duke of Ogantz," alias H. C. Schowalter, is now holding up the insulators at Woodland, nights. He now repeats his train orders in the continental alphabet, since he has begun to study "teeth pulling."

Bro. Terback made a flying trip to Vernon, O., on the Big Four recently to bury his brother-in-law, who died in the Philippines.

We "13" the night operator with red hair at Clogville, has strict orders to keep into clear when passenger trains are due. Oh! Maggie!

Opr. Ruggles, from Avery, relieved Opr. Frailey at Lorain, a couple of nights on account of sickness.

Opr. Simpson, at Bellevue Yard, nights, East End, is now capable of taking press off No. 21 wire. All he lacks is a good mill.

Wanted—A small boy with wooden leg, to mash potatoes at Woodland Coal Dock restaurant.

CERT. 3.

Canada Atlantic Railway.

Standard rules went into effect on the system February 25. Everything is working satisfactorily and both operators and trainmen deserve credit for the manner in which they have worked out the standard rules.

Ottawa Division is now undergoing a renovation. We have a new set of officers and things are moving along fine. Now, boys, we want you all with us, as the man who is too poor or small to pay his dues, we will pay them for him.

A very pleasant duty was performed by the employees of the C. A. Ry. last Saturday evening in the dining room of the Cecil Hotel, Ottawa, when they presented our late train dispatcher, J. E. Duval, with a beautiful silver tea set, a gold-headed cane, and \$200 in gold. The address was read by his popular successor, Fred Lamplough, in behalf of all the labor organizations on the road. Mr. Duval was very much pleased with the valuable gift and replied in feeling terms. We wish him every success in his new office of general car service agent. Dispatchers Lamplough, Corbett and Reilly represented the telegraphers.

Quite a number of changes have been made among the telegraphers. Bro. Kintrae is now in "CD," Chalmers at "X" and Sheppard at "AX." We cannot keep track of the boys at St. Polycarpe Junction. Wonder where Opr. Mimeo is now?

Several young ladies would like the address of Opr. Thornton, who worked at "RO" and "CK" last season.

It is reported that the Division is to build a lodge room at Glen Robertson. We expect to receive quite a boom this summer before June 30, and will have every "non" between Depot Harbor and Cecil Junction, with the exception of one or two.

The Canada Atlantic Railway expects to handle 17,000,000 bushels of grain and large quantities of package freight through its elevator at Parry Sound and Coteau. This will require a large number of night offices and we will take care of the boys as they come along.

Bro. Geo. Sheppard, agent at Alexandria, who was ill, is now at his old post. Div. 15.

Philadelphia, Pa., Division No. 4.

No. 4, for some mysterious reason, chose for a correspondent a member located among the classic shades of the Schuylkill Valley, where "bosomed in yon green hills" amid the quietude of a rural home, he "laughs at the love and the pride of man, at the sophists schools, and the learned clan," and he fails to get on to up-to-date occurrences, such as a live correspondent should be conversant with. Why not have selected a correspondent living within the confines of Philadelphia, where the headquarters of the Division are located? This would seem more logical. A member so placed can more conveniently attend meetings, and is in a position to keep better posted on current events. Did some of our town brothers ever experience a struggle with the Rue de Mud leading from your humble servant's home

to the station, he would forswear patent leathers, and excuse my absence from meetings, except in prime weather.

Some people rant of "law and order," but your correspondent was appointed to that office at a meeting from which he was absent and only knew of it when notification from the secretary caused him to appreciate the experience—a rare one—of having "greatness thrust upon him."

The aim of a Division Correspondent should be to compile brief accounts of passing events and topics particularly interesting to the members of his own Division, and incidentally to the membership at large, rather than to elaborate on social and economic theories. The former it is impracticable for me to get with satisfaction to myself, and the latter will be left to the learned doctors of the political and social science schools, who will, it is hoped, evolve a plan by which telegraphers will be expeditiously elevated far above their present sphere. We can stand a sudden transformation for the better, no matter how magic-like might be the change, despite the arguments which we have heard advanced that wage-earners "cannot stand prosperity." As for me, even a 25 per cent increase in salary and every Sunday off could be "taken" without a wry face, and instead of the increment going toward increasing the wealth of the brewers' combine or the whiskey trust, needed improvement about the home would be made and the walls get an extra picture suspended on them. The theory that wage-earners get all they deserve—that they would deteriorate rather than advance by a pronounced upward movement in their stipend and condition is nothing short of slander.

Our theater benefit was a success, inasmuch as the receipts were more than sufficient to cover the cost of getting our new by-laws through the printer's hands. This was the prime object of the undertaking, but a duplicate or triplicate amount might have been added to our treasury without being a dangerous factor—such as a surplus in the coffers of Uncle Sam is supposed by some to be—had some of the city boys worked as hard as the "countryman"—according to the confession of one of them. Always depend on the country boy—he is all wool. Who ever heard tell of a town-bred man being President?

The play, "Oliver Goldsmith," a comedy-drama woven about the life and adventures and variegated qualities of that vagabond-genius and warm-hearted Irishman, was deeply interesting to litterateurs and very entertaining to the casual theatergoer. With their quaint costumes and manners co-existent with that period, the players seemed characters just stepped out from the pages chronicling men and events of those times.

Schuylkill Valley News:—

This Division of the great—and I might add glorious—Pennsylvania System traverses "a valley as fair to behold as aught in old fables," but unfortunately for the cause of the O. R. T., the boys seem to consider their lot in life in accord with the topographical outlook—"fair," and to such an extent that they are as adamant to the

persuasions, pleadings and prayers of the loyal few who champion the telegrapher's cause. Ninety per cent of them readily agree that the organization idea is right—that the O. R. T. is "a good thing," but how long, oh, Lord, how long will they hesitate to help "push it along"? They put forth varying reasons that would fill volumes, as to why they delay. In a letter to Bro. Powell—in reply to his exhortation lately circulated—an attempt was briefly made to explain the difficulties that barred the progress of organization on this Division, and the hope expressed that some suggestion might be made that would be of value. Perhaps Bro. Dacres will be able to accomplish some good work when he reaches this section. In the meantime we will not be idle.

Several of our brothers have changed their vocation within the past year. Extra Opr. Bro. Miller is working in the car record office, Broad Street Station.

Bro. Ronkin has a good position with the Heine Boiler Co., Phoenixville, and Bro. Berger has been promoted from operator at Franklin Avenue, Norristown, to yardmaster at Phoenixville. We envy them their good fortune, though we wouldn't say so for much money.

Bro. Sweeney was promoted from Bala, nights, to Park, nights.

There are strong prospects that double track will be extended this summer, the splendid traffic which the Division has been enjoying seeming to warrant the move.

Business has been assuming a volume such as would please the most exacting official. Such a state of affairs is gratifying even to the "little operator," but while the road prospers, the trainmen from brakemen up, have been raised, or their hours adjusted more satisfactorily, yet the—yes, it's true, just as Division 30's correspondent says, Cronje has surrendered.

We note with pleasure that THE TELEGRAPHER is improving artistically and generally. The increase in the advertisements is very noticeable. May its power steadily increase in every respect.

Div. Cor.

St. L. & S. F. R. R.

Texas Division:—

We received our TELEGRAPHER on time and it seems to get better all the time. Even the color was appropriate for the month of March, and especially for the 17th.

The assistant agent, Dan, at Valley Park, whose half tone appeared in the last issue, is not unlike the agent, except one comes when called and the other don't.

Very few changes on this Division since last writing.

Bro. M. Russell is agent at Bonanza.

Jenson is managed by Mr. J. H. Hodnet and wife. We are sorry to say, both non-members.

Mr. Flippin is agent at Poteau, I. T. He has a helper there who is also an operator and hope they will soon conclude to join the Order.

Bro. Evans, regular night man at Kosoma, I. T., is enjoying a short vacation, relieved by Mr. Campbell, extra operator.

Extra operators are getting scarce on the Frisco, especially on this end of it.

I understand there is a "ham factory" managed by a brother, between Fort Smith and Monett. I hope he will either go out of the business, or get permission from the proper authority and do it legally. It is hoped this gentle reminder will be sufficient.

Mr. O. D. Johnson, of Rudy, Ark., fame, is, I understand, working as operator at Oronogo, Mo., on the Kansas Division. Understand our L. S. & T. wants his address. Better write him, Johnson.

MORE ANON.

C. & O. R. R.

Peninsula Division:—

Why is it that the boys on this Division are so backward in their correspondence? Bro. Bentley gave us an interesting article last month, the first for several months, and we have a nice little meeting in Richmond on the fourth Wednesday in every month, and I hope some of our brothers will give the proceedings of these meetings to THE TELEGRAPHER for publication each month for the benefit of the brothers that are compelled to be absent.

Our meeting on the 28th was very interesting. Called to order at 8:30 P. M., with Bro. Bentley in the chair, assisted by Bro. Stratton, General Chairman. Brothers present: Peninsula Division—L. G. Bentley, C. M. Urban, K. W. Baber, T. C. Garrett and T. G. Meredith; James River Division—R. M. Foster, R. G. Meredith, R. L. Deitrick, R. G. Mitchell, C. D. Hamakin, B. H. Meacham, A. B. Payne, R. W. Duncan, E. L. Fox, C. D. Flanagan, G. G. Goodwin, C. T. Duval, L. G. White, E. W. Lacy and H. E. Henson.

Pass word being duly taken up, the applications of T. C. Garrett, T. G. Meredith and C. H. Whitlock were presented to the Chairman for initiation, duly considered and applicants placed in good standing. Several matters of interest and benefit to the Order were then freely discussed.

Bro. Stratton, our General Chairman, then gave us a very interesting and encouraging talk upon the flourishing condition of the Order. We were very fortunate in having our Chairman with us last meeting, and I hope he will be able to be with us again on the 25th of April, as we are promised a large attendance, and if the brothers from this Division will just notice the difference in attendance from the two Divisions represented at these meetings they will become ashamed of themselves and turn out in a body that they may not be outdone by our James River brothers.

Bro. J. G. Thomas, of Lee Hall, was excusable last meeting, as his wife presented him with a fine O. R. T. girl on the 27th, which caused his absence. We will look for him with cigars at our next meeting.

Now, brothers, for a short talk and I will leave you. What do you think of the revised schedule of the D. & R. G., printed in our Feb-

ruary issue? I also call your attention to the schedule of the Southern Pacific in March issue. Now, brothers, how did the brothers of those roads obtain their schedules? By staying at home? No. By staying out of the Order? No. By one waiting for the other? I say most positively no; but by joining together, heart and hand, each and every man doing his part. Those brothers are now able to enjoy the fruits of their labors. Why can we not do likewise? Do we lack material? I think not. We have the material—plenty of it, and of the first quality. All we need is to wake up and get to work. Look at the conductors and engineers on our own road, and even on our own Division. Are they not recognized? Surely they are, and why? Because they are solid. If necessity required it they could stop every wheel that turns within a period of twenty-four hours. And the management is bound to give them what they desire reasonably.

Now, my brothers, why can we not do likewise? Why, if necessary, could we not be able to stop every click of our old sounders until we were properly supported by the officials everywhere? If we only would study our own interests we could become one of the strongest organizations in existence. We have more material and as good material as any other railroad organization, but we fail to make use of it. On our Division we cannot claim quite half the operators. Not enough to rule should we desire a vote on any question for the good of the brothers. How long, oh, how long will the rest remain in darkness?

Yours in S. O. and D.,

"PHILOMEL"

Mountain District:—

Wonder what has become of the good O. R. T. "scribes" on the Mountain and Alleghany districts that they have kept "mum" for the last several months? Boys, you should not wait to be appointed to write up your Divisions, or wait on the other fellow to do it, but grab the opportunity, and go to work. If the other fellow writes so much the better. Two articles are better than one always. What has become of our "inspired writers," Bros. Bickers and Keller? Their items are always to the point, and are enjoyed by all the boys. Brothers of the entire system, get down to business, and do a little work for the Order. Let the O. R. T. on the C. & O. be written up from Newport News to the most western terminus. Show the "boasting Divisions" of the "great trunk" lines that the "brass pounders" of the C. & O. are not many behind them, and that we are coming slowly, but surely.

Now, boys, let us do some hustling for the next three or four months, and see how many of the prizes offered by the General Chairman we can get. The field is wide open, and some of the districts ought to easily procure one or more of the prizes by June 30.

The Mountain and Allegheny districts have not been able to hold their regular joint meeting at Clifton Forge now for two months, a fact which we very much regret, but owing to an epidemic

reported in the town, we felt it our duty to avoid exposing the good O. R. T. boys any more than possible to the contagion, therefore postponed the meeting each month. We hope, however, to be able to hold a meeting April 18, and we want a full house. The O. R. T. goat is going to do some business that night.

I note with delight an article in the last issue of THE TELEGRAPHER from West Virginia, signed Vaughan. I wish here to congratulate the writer. She surely struck the keynote. Vaughan, come again; you are well worthy space in our journal.

Now, just a word to the everlasting non-members, then I am through. Friends and fellow workers, why will you continue to allow your name to appear in our books as a "non"? Don't you know that word is an eyesore, and is detested by all honest and intelligent workmen? How can you remain among us, and reap the benefits of our labor and not have that miserable word erased, and the word brother inserted? Surely you appreciate what the O. R. T. has done for you, and are worthy the name brother. Then why not come out and declare yourself in favor of union labor, which is composed of the most skilled workmen of the times, and lend your support to the great and noble cause? Through the never-tiring efforts of the O. R. T. your larder is better filled, your home made more comfortable and the pathway of your family made smoother. Yet you calmly sit by watching the struggle go on, heeding not the appeals of your fellowmen, but equally enjoying the fruits of their labor. O, non-member, awake to the shame, cast off that selfishness and join the O. R. T. for the sake of honor and manhood.

Yours in S. O. and D.,

L. E. HICKS.

Grand Trunk Ry.

Twenty-second, Twenty-third and Twenty-fourth Districts:—

What has become of the scribes of G. T. R. System, Division No. 1? Sometime ago it was hinted that we were not "the only pebbles on the beach," but it now begins to look like it, if THE TELEGRAPHER is a guide.

As far as our chances of observation extend, we are pleased to report substantial progress.

Our genial traveling secretary is hard at work, and the results of his labors are most gratifying. Local chairmen are lending hearty co-operation and the rank and file are becoming more enthusiastic than ever; 1900 bids fair to become a red-letter year. True, there are yet a few undecided, and occasionally a "ham factory" is met with, but these are, fortunately, few and far between. May their shadows become beautifully less. We trust those of our brothers who may be in arrears in dues, will make an extra effort at this time to be up to date. The handsome button presented to each up-to-date member is, of itself, well worth an effort to secure.

A few changes may be recorded. Bro. Goulding, late operator at "HN," has been promoted to the agency at "EM," Opr. Moore at present filling the vacancy at "HN."

Bro. Cornell succeeds Agent Gray at "HE." We regret to learn that he has been laid up for some weeks with la grippe. Opr. Reid, of Ham-burg, succeeds Bro. Cornell at Thorndale.

Bro. McEwing is relieving Agent Collie, of "F," who has recently taken to himself a life partner and books rest. We extend congratulations and best wishes. As he has undertaken the "joining" business, we trust he will carry on the good work, and not forget to join the O. R. T.

Now, brothers, one more appeal to be united. Help on the good work. Abolish the "Ham" factories. Pay up promptly. Compare our position of to-day with that of 1898. Do we wish to revert to the old condition? It can easily be done. All that is required is to neglect our duty to our Order. We do not mean less faithful service to our employers. We believe they are getting better service than ever, and are satisfied that they will respect us for looking after our own interests in an honorable and legitimate way, and will be prepared to meet our representatives in a fair and liberal spirit, whenever it may be necessary to confer with them regarding any misunderstanding, or what we may regard as unjust treatment. A word to the wise is sufficient. No Colorado and Southern for us.

CERT. 436.

Middle and Eastern Divisions:—

I must say the members on Middle and Eastern Divisions must be either extremely busy or bashful, for never in the recollection of man (this one) have I seen a "write up" of these districts. Perhaps it was because it has been whispered that there were still quite a respectable number of "nons" on these extra busy districts, but as Bro. Read has been getting them right in line that excuse will no longer hold good. Therefore, I command some brother to at once prepare a column of items for the next TELEGRAPHER. Such work should not all be left to we farmer telegraphers, who "inhabit" the Northern district.

I expect a few telegraphers will feel blue over the collapse of the Federation. On first view it does look rather disheartening that what we considered a cure for all our troubles should prove to be so ineffective. But worse things might happen, especially to telegraphers. One sure thing, we now know the value of individual effort, and we shall not be living in the false security of the strength of the other Orders, which in our most trying time might prove a great disappointment. The dissolution of the Federation will certainly prove to be a great incentive to thorough organization, and always remember that it takes time to make a telegrapher.

I do not think we Canadians pay sufficient attention to the Union Label. Whether we want a cigar, hat, suit of clothes or an automobile (which will be easy after the revision of the schedule), let

us find out who made the article. I notice that several live business men now take pains to advertise the fact that they handle union-made goods.

The "OS" slips are quite a novelty in their way. The conductors must have a private secretary in the baggage car in order to get all of them filled.

The standard system of train orders now seems quite the thing. I have yet to hear of an accident caused through their handling by the telegraphers. Committeemen take a note of this.

After a careful perusal of the outbursts of poetry contributed from time to time by the telegraphers, whether singing the glories of war or lamenting the drawbacks of their many sided positions, the conclusion reached is: "Resolved, That the profession of telegraphy is not conducive to the production of the best class of poetry, nor even second best." Speaking of poetry it may be news to the brothers on P. S. Ry. to hear that a second Tennyson resided amongst them for some time, his abode being the city of "AY."

It makes a \$35 man's mouth water to read that S. P. schedule. That must be the land of milk and honey for telegraphers. There are many original articles in the agreement which might be studied with profit by members of general committees.

Are you square with our Secretary and Treasurer regarding the voluntary contribution? If not, "pay, pay, pay" till you get it paid.

Let it be known to the world that of their own free will the management of the G. T. Ry. have raised the wages of their track men ten cents per day. So much for the strike of last summer.

Our up-to-date Ontario Legislature promises to pass a compulsory arbitration act, effective upon all companies holding public franchises and their employees. Such an act would have been of great service to the trackmen last summer.

The importance of the Labor vote is being felt at Ottawa, as several measures tending to better the condition of laborers are being introduced during the present session. The cause of Labor is making great strides the world over at the present time, and here in Canada it is not behind-hand. When hard-headed members of Parliament make speeches claiming for laborers "a greater share of the profits from their toil, which is the producer of all wealth," it shows the question is being studied. May its shadow never grow less.

In conclusion, let each one of us do our share of the great work, which we have undertaken. Let us study the labor question, and keep informed on all questions of the day. Lead good, clean lives, ye noble men and women. These are the qualities that go farther in advancing our cause than all others.

CERT. 44.

Canadian Pacific Railway.

Eastern Division:—

Times are good with the C. P. R. Lots of business and not much snow to worry us. If our membership is not increasing it is not because there are not lots of new men who need to be taken into the fold. I am familiar with the most of this

Division, and know, as a matter of fact, that new men are constantly being employed.

The question of our dues was discussed in the March TELEGRAPHER. One brother who works for \$40 a month, thinks the \$80 and upwards a month men should be taxed according to their salaries. I am willing to be guided by the legislation of the proper authorities, but at the same time I fail to see why any man who gets the salary of this brother finds it so hard to spare the paltry sum required twice yearly, in order to keep in good standing. It seems to me that any man who would give such excuses as are referred by Cert. 251 would be nearer the truth if he said he didn't value the protection afforded by the Order enough to squander the amount of dues on it. Your correspondent has worked for \$30 per month, and has all sorts of sympathy for small-salaried men, but does not think it would be in the interests of the Order to introduce a system of discrimination, such as is suggested in the item above quoted.

We regret to announce the illness of our worthy brother, T. A. McArthur, of the "NY" dispatching staff, and hope he will soon be back to business.

Bro. Cavers, of the Soo, had a close shave a few weeks ago, while crossing on the ice from the Michigan side, the ice giving way under the sleigh. This brother always did have a strong antipathy to water and serious results would doubtless have followed had he been so unfortunate as to be immersed.

Bro. Bob Moran, of "UN," will be the next man promoted to the dispatcher's office at North Bay, so Dame Rumor has it. Bob and Dave Vent have run "UN" for a long time, and seem to have the swim pretty well under their control.

Our old friend, J. R. McAmmond, the now popular agent at Sturgeon Falls, is kept busy by the numerous pulp mills, etc., in his vicinity.

Bro. Angus, at Webbwood, has moved into the new station, and now feels quite comfortable, after almost a year in a 10x12 shack, owing to his station burning down on January 31, 1899.

A curious accident occurred a few miles west of North Bay last month. An east-bound extra, with Conductor Root and Engineer Morris in charge, had a box car break away from its couplings and go clear off the track, without being aware of what had happened, until they went back and examined the track and found the marks where the car left the rails. The car was loaded with hides, we believe, and was found at the foot of a 15-foot dump with trucks intact—but the car was upside down.

We are very much gratified at the generous response of the Canadian Pacific employees to the appeal from the committee of employees at Montreal with reference to the C. P. R. E. Voluntary Patriotic Fund. Our information is that the fund will probably reach the magnificent sum of \$20,000. The C. P. boys, whether at the front fighting or not, are loyal to the core. We have no sympathy with classes, for the sake of classes, but we do love the institutions which give us such ample liberty and protection as we enjoy. Such as this we have under our flag, with all respect to the

great nation represented by the Stars and Stripes, with their Red for love, and their White for law, and their Blue for the hope that your fathers saw of a greater liberty.

Bernard, thou poet of the T. H. & B., give us your paw. You should offer your services to the *Globe*.

In addition to Bernard we long to shake the paw of Bro. Jelly, of the Pacific Division, and also to read that novel, "The Checker's Romance."

While we are not directly affected on the commission question, we feel deeply interested in it, for we have all along realized how unjust has been the pay for express work and hope soon to see a more equitable system adopted. With best wishes,

A BROTHER.

A PSALM OF LIFE.

(Revised March, 1900, by the POET OF GRIZZLEBURG, Polar County, Ontario.)

Tell me not, ye scornful sinners, Life's all lemon pie and cream,
For our road is hard and thorny—Most things are not what they seem.

Life is short—
So much the better,
Thus to me it often seems
When so far back in Algomey, where we live on pork and beans.

Well may laugh those happy people,
Who reside down by the seas,
Far away from where the skeeters
Are as big as bumblebees.

Shout and sing, ye ransomed masses,
Who no longer take your ease
In the jungles of Algomey—
'Long with June bugs, flies and fleas.

Give me wings and let me wander
Over mountains, lakes and trees,
But deliver me forever
From those horrid flies and fleas.

With apologies to my esteemed friend and contemporary, Longfellow.

Erie Railway System.

Susquehanna Division:—

After waiting for a long time we finally secured the services of an organizer on the east end of the Erie Railroad, and we are indeed very much pleased with the selection our worthy President, W. V. Powell, has made, who is Bro. J. A. Brandon. He started in at the east end of the Susquehanna Division at Susquehanna, Pa., March 19. Notwithstanding the inconvenience he has had in getting to the men located between stations he has swelled our membership in one week as follows:

Mr. Smith, at "SQ" tower; Mr. Lyons, at "SR" tower; Mr. Sheldon, at "GY" tower; Mr. Covert,

at Langdons, N. Y.; Messrs. W. T. Healey, Delancey and also Geo. A. Brown, manager, at Binghamton, N. Y.; Mr. Marsh, extra operator, located at Kirkwood, N. Y.; Mr. Francis, at "JB" tower; Mr. Rozell, at Lestershire, N. Y.; Messrs. Evans and Robinson, of "QP" tower; Mr. Wickson, agent at Campville, N. Y.; Mr. Bowman, at "OG" tower; Mr. Brooks, at "QJ" tower; Mr. Post, agent at Tioga Centre, N. Y.; Mr. Tribe, extra operator of Tioga Centre, N. Y.; Mr. Nichols, agent at Smithboro, N. Y.; Mr. Kinney, extra operator at Barton, N. Y.; Messrs. Doane and Johnson, at "BT" tower; Mr. Brooks, at "XY" tower; Mr. Tiffany, agent at Chemung, N. Y.; also Mr. Spring, operator of same place, making a clean sweep, with the exception of one man, and covering a distance of about seventy-nine miles. He is a hustler, and when he gets after the "nons" they have got to come. Thus far he has secured some of the best talent on this Division, and by the time this reaches our brothers, it is hoped that he will have this Division a solid square of O. R. T., and a good start on the Jefferson Division. One of our staunchest members on this Division, Bro. Whitney, of "KZ" tower, Union, N. Y., presented Bro. Brandon with a nice O. R. T. pin as an appreciation of his good work which he had accomplished in so short a time.

We hope and trust that all the boys will hold themselves in readiness and be prepared for him. He says that if the boys on the east end of the Erie Ry. show any inclination to help themselves, that now is their time to do so.

Bro. Linderman, of Corning, N. Y., who does the "owl" trick, we understand, has a new member in his family. He is now a papa. They say it is a 7-pound O. R. T. boy. How about the "smokes," "NA." We all smoke, you know.

Bro. Garber, of "JF" tower, just at the present time is having considerable difficulty in obtaining a chair to suit him. He says these chairs are not satisfactory to do the "owl" trick in. "SA," how would a bed hit you?

Bros. King and Maloy, doing duty at the "Atlantic City" of our Division, have every opportunity to become acquainted with the ladies, and always make good use of their time, especially during the summer months. Ask them about it.

Bro. Hill, of Chemung, N. Y., is holding day trick now, we are glad to note. Well, he certainly served his time doing the "owl," and deserves it.

We understand Mr. J. T. Ryan, at "GJ" tower, has been buying up real estate lately. This looks suspicious. I presume it is located in Horse Heads, where Bro. Murphy expects to settle down soon. Just remember that we all smoke when it does come off.

Bro. Hesser, of "MJ" tower, who has been sick with the measles for three weeks, returned to work March 19, his place being filled by Bro. Collins.

I understand one of our brothers at Elmira, N. Y., is soon to be married. I think this same brother took a flying trip west of Elmira.

Bro. E. I. Kelley, of "MJ," is what a person calls a white man, as he does not propose to work Sundays. He says Sunday was made to rest, and he proposes to take it.

Bro. Hesser, of "MJ," has opened up a boarding house at his office. He has an oil stove, and all other cooking utensils, which at midnight he makes good use of in getting up a "Rathbune House" dinner. I would advise our brothers and trainmen if they want a good first-class turkey dinner to call on Bro. "S."

Our worthy Bro. Dreisbach, of Binghamton, N. Y., can boast of good-sized family, which I have been informed consists of his wife and a large cat, which was imported from England. He says he has to be very careful keeping the cat from getting the measles or some other contagious disease.

I was informed that Bro. Collins likes to work at "B" quite well, as he thinks the Binghamton girls are much nicer than Elmira girls. Love goes where sent. So says "CO."

Bro. D. L. Cole, of Barton, says there is no place like "BT" to grow big, strong and healthy. Well, we would suggest that he is a good example.

Bro. Downey, of "KZ" tower was absent for a few nights, on account of his cousin's funeral. Mr. Moraly filled his chair during his absence.

Geo. A. Brown, manager at Binghamton, N. Y., is a great bicycle crank. He rides a "Racycle." The boys call it the exhibition wheel, as he only rides it when the sky is clear and the streets and roads good and dry. He cleans it off from one to two times a day, in fact, he cleans it so much that he has almost got all of the enamel rubbed off of it.

Sister Connors, agent, who looks out for the company's interest at Hooper, N. Y., spent Saturday night, March 3, in Great Bend, Pa., visiting her mother.

Bro. Toomey has been off for some time now with rheumatism, but we are glad to note that he is convalescing. Hope he will be able to resume work soon.

If the brothers on the west end have any news which they would like to have appear in THE TELEGRAPHER, kindly forward same to me on or before the 24th of each month.

Yours in S. O. and D.,

H. A. DREISBACH,
Division Correspondent.

Union Pacific System.

Nebraska Division:—

Mr. Charles E. Paist, agent at Elba, Neb., has the distinction of being the oldest agent on the Union Pacific road, having been in their employ continuously since 1867.

P. J. Gilman, manager at North Platte, is another old-timer, having located at North Platte in 1869 as manager for the old Overland Telegraph Co., coming to the U. P. when the Overland was absorbed by the W. U.

Bro. R. R. Genge has resigned as agent at Osceola, to engage in the lumber business at Hardwood, Mich. He was a loyal and hard-working member of the Order, and his influence in this Division will be greatly missed.

The General Chairman and Local Secretary were in Omaha the latter part of March, adjusting some minor differences with the officials.

Bro. T. R. Kealey, late of the B. & M., is a new arrival, being at present located at Hillsdale, Wyo. He had been working at a junction point on the B. & M., at \$45, in a town where the U. P. boys were drawing \$75 for the same service, and concluded to try a scheduled road for a while.

Bro. Frank Limpus, of Egbert, Wyo., is enjoying a month's leave of absence, being relieved by Bro. H. H. McClure.

Superintendent Transportation (wiring assistant superintendent out on the road): "Your morning report for yesterday reads like a pipe dream."

Assistant Superintendent (reading report and noticing eleven engine failures): "Yes, sir; leaky steam-pipe dream."

A new station has been opened at Willow Island, with Bro. Jim Dingman as agent.

The loss of coupon commissions amounts to a deficit cut in the salary of nearly every agent on the system. We wonder if the company will show its appreciation for its agents by voluntarily making this up to them in some other way.

Bro. W. W. Cumming, of Sidney, has transferred his membership from Columbus, O., to this Division. Every member of any other Division employed on the system should hasten to do likewise.

Wyoming Division, Middle District:—

C. F. Heath, of Rawlins, was off a few days during March and made a trip to Kansas City to meet his wife. Relieved by Bro. R. D. Bloss, of the Eastern District.

Fillmore has been opened with A. C. Wood, son of Agent Wood, of Rawlins, as operator. His first job.

"Dad" Hamle has returned to Tipton, days, after four months' vacation, which he spent in the East and South.

T. E. Wilson, an old-timer, is at Tipton, nights.

Bro. E. W. Sargent, nights at Bitter Creek, spent a day shopping at Rawlins and visiting with Bro. L. M. Tudor.

Tom West, of Green River, has gone to San Francisco, relieved by L. L. Brown, of Granger.

Bro. C. G. Smith, is days at Peru, relieving L. R. Wheaton.

Bro. W. F. White has taken the daylight trick at Granger, with Bro. T. P. Romans as "owl."

Bro. F. T. Vallereux, late of the N. P., has been visiting his parents at Point of Rocks.

Bro. R. D. Pritchett, of Bryan, nights, has resigned. Says it is too lonesome there for him. Relieved by Bro. F. D. Ruth.

Colorado Division:—

Denver Pacific in fair condition, and men comparatively well satisfied and fully occupied.

At Denver Union Depot we have Bros. Cashmore and Haines, two wheel-horses up to date. No ossification there.

At Jersey, Mr. Hardin, days, and Bro. Lilley, nights.

Brighton has become a back number.

At Lupton an ex-member, but a correct one. Wright, we hope to see you.

At Platteville, Bro. Sheffer does the all-around act. Greatest mail center on the Division. Freight trains even.

At La Salle Bros. Youker and Beem. Bro. Y. wears a new uniform cap and hustles Rock Springs coal.

At Evans we have our old stand-by, tried and true, Bro. Fashbaugh.

Greely has absorbed the C. & S. ailment—a solid "non." Something queer there. Operator sends messages as from Denver. This is overlooked, however, as he worked a few days in dispatcher's office at Denver.

Eaton has Bros. Atkinson and Carrel to keep open house. Not much to do at Eaton, and we wonder why Bro. Atkinson, our chairman, does not keep the Division written up. Perhaps he is too busy picking ducks.

At Carr we still have Dan McNamara. Dan is the Mayor, P. M. and School Director, and is also engaged in supplying the Denver market with "hen fruit." By the way, Danny recently took unto himself a new rib—a Mrs. Dan. He has endeavored to keep it quiet, but failed. We hear a "NW" blow now and then, and know Mrs. Dan is practicing on the wire. Great scheme. Dan says the call bell fails sometimes, and it is necessary to have an assistant.

At Athol, the "Pike's Peak" of the Division, we have a Mr. Marshall. He is a living example of the love the C. & S. management showered upon the O. R. T. men on that line. He was discharged for that reason, and is not now a member, but we think none the less of him, and hope time will set it right.

Then we come to "Shy Anne." Here is where the real things run up against each other, and they run properly in all directions. CERT. 247.

Macon, Ga., Div. 75.

On February 28 we lost one of our brightest and most zealous members by the death of Bro. J. K. Holtzclaw, who was agent at Lake Park, Ga., for the Georgia Southern & Florida Ry.

Bro. Holtzclaw was only 23 years of age and had been with the same road during his entire railroad career, having worked as baggage master, conductor and agent. He died about 9:15 P. M., from a hemorrhage of the lungs, which came on him while at his post of duty during the afternoon. He was buried at his old home at Salem, Ala.

The following resolutions were adopted by Division 75 at a meeting March 11:

WHEREAS, On February 28th, 1900, it pleased our all wise Father to remove from our midst Bro. J. K. Holtzclaw; and,

WHEREAS, By his death this Division has sustained the loss of one of its brightest and most valued members, and the Order at large a zealous and faithful supporter; therefore, be it

Resolved, That while we deeply deplore the death of our lamented brother, we bow with humble submission to the will of God, believing that "He doeth all things well."

Resolved, That we tenderly condole with the bereaved family of the deceased in this dispensation of divine Providence.

Resolved, That his devotion to our cause shall shine before us as a light to encourage us in the work before us.

Resolved, That a copy of these resolutions be forwarded to the family of Bro. Holtzclaw, and a copy be furnished for publication in THE TELEGRAPHER.

W. M. THOMPSON,
G. E. WILLIAMS,
V. H. CAIN,
Committee.

Macon, Ga., March 11th, 1900.

K. C., P. & G. Division No. 5.

Our organization is one of which we should feel proud, and when we view with an unprejudiced eye, our present condition as compared to what it was before the schedule was secured, we certainly should feel proud of our achievements. However, on account of changed conditions and the fact that a new management is shortly to take control of the road, it is imperatively necessary that measures be immediately adopted to secure our rights.

Our schedule was considered a great victory when it was secured, but experience has shown that there are many loose joints in it that should by all means be adjusted.

Much credit is due to the great efforts of those who were directly instrumental in bringing about the concessions that we now enjoy, and it is surprising to note how little this seems to be appreciated on the part of some. We have a few men on this line, and fortunately only a few, who are ever ready to step up and share the pie, but are never willing to assume the responsibility of helping to secure it or to contribute a cent towards the expenses thereof. It is to be hoped that the concerted efforts which are now being made by our members will bring these parties to a realization of the truth.

What is the "non"? Is he not a stumbling block to those who try to uphold the principles of Unionism? Most assuredly nothing less. It is an easy matter to push a heavy load up hill if each and every one concerned will put a shoulder to the wheel and do an honest part, but where some push and some pull back it makes the task doubly hard to those who do try to do something.

Brothers, we would urge you to use every possible effort to perfect organization on this line, each of you conform yourself into a committee of one and select a few "nons" and go after them, and

never let up until your mission is accomplished. If we ever expect to achieve the complete success for which we hope, we must work in harmony and with that bulldog tenacity which will never be satisfied until victory perches upon our banner. Let there be no half-heartedness in this matter, but go into it with a determination that will count for something.

The "ham" teaching craze seems to have broken out afresh in a few places on our line, and we earnestly trust that all good members will unite in an endeavor to discourage this as much as possible. There are two cases where members in good standing have been doing this, and although we regret to become personal, yet these members have been appealed to, personally, to desist, but pay no apparent attention to our requests.

The matter has been laid before the Local Board of Adjustment, and we are now awaiting an action on their part. We are aware that the temptations offered to many agents to take in students and make a little extra cash, and to have a roustabout to carry mail, and to save the agent many hundreds of steps per day is indeed very tempting to some. The writer of this article has had many such temptations, but has always met them with a pleasant, but positive "No, sir."

To those who are clamoring for a revision of our present schedule we will say that everything is being done that can be done to hurry the matter along, and it is something that requires a great deal of work in securing the necessary data and other information upon which to base our estimates.

We trust that you will all give us your undivided support in this matter and that each and every one who has a duty to perform will do it cheerfully with the view of our ultimate success, which only persevering efforts can bring about.

E. T. NICKEL,
Acting General Chairman.

New York, Div. No. 44.

Have just laid down the March TELEGRAPHER. As usual full of good things and fresh, breezy articles. We are always glad to see it come. What a medium of communication it affords between the many thousands of telegraphers in this, one of the most closely allied of fraternities, the O. R. T. How the boys are scattered over the world! Occasionally we hear from them in the far-away Philippines, Porto Rico, Cuba and South Africa. Truly they are a roving, wandering lot, on the lookout for excitement in which they are reared, and among the first to venture into new fields. Yet, wherever they wander THE TELEGRAPHER manages to reach them and we imagine many a weary, lonesome and homesick feeling is dispelled by a glance into its breezy pages, while here at home it helps to cheer up, during the long weary hours of the "night owl."

Our first regular meeting of the month was called to order at 8:30 P. M., March 7, by our worthy Local President, P. H. Enright, all the regular officers being present, with the exception of First Vice-President J. C. Major, who was nec-

essarily detained elsewhere. The vacancy was filled *pro tem.* by Bro. T. A. Gleason

The minutes of meetings on January 3 and February 7 were read and approved. We were too busy to attend to this at the latter meeting, if you remember. I am very positive some of the new boys will not forget February 7.

Considerable interesting correspondence was read and filed, one from Bro. A. V. Caldwell, who is attending college at Pittsburg, and, knowing a good thing when he sees it, still sticks to Division 44.

Reports of the various standing committees indicate that these bodies are by no means idle, and with an eye single to our benefit.

It is decided to discontinue present negotiations with the Central Fed. Union. The frequent reports of the Auditing Committee acquaint and keep us familiar with our financial affairs.

A special committee, consisting of Bros. R. E. Enright and T. J. Stack, was appointed to look after some outstanding accounts of long standing.

On account of the change in proprietors the condition of our hall was somewhat neglected, but the matter was immediately adjusted. "They can't lose us."

Bro. C. G. Curtis was elected a new member of the B. of A., to succeed W. O. Jackson, withdrew. The duties of this Board were warmly discussed and members were instructed in the manner of bringing business before the Board for consideration. (All members should right here bear in mind the true significance of the term S. O. and D.)

Our Secretary was instructed to prepare a circular letter to all members, relative to recent important transactions of the Division; also the special importance of the several meetings to follow. We notice that this has been complied with in a very artistic and commendable style.

Bro. R. E. Enright suggested some improvements in our new initiation ceremony, and was authorized to prepare same, making the necessary purchases, etc.

Bro. E. C. Seymour was appointed a committee to arrange for music.

A pleasant season was given to "the Good of the Order," after which the meeting closed.

The "owls," who are in the minority at the meetings for obvious reasons, but none the less enthusiastic, assembled for their regular meeting on Tuesday, March 20. The meeting was called to order at 11:05 A. M., with Bro. J. F. Hinterleiter in the chair, and who performed the duties of that office with much efficiency, despite the fact that it is contrary to his jovial nature to assume an aspect of sober dignity.

The stations of the other regular officers were filled *pro tem.* as follows: First Vice-President, T. F. Noon; Second Vice-President, L. S. Brown; Marshal, C. F. Capach, and Sentinel, H. C. Easton.

Following the usual opening ceremony, the cards of Bros. R. D. Matthews and E. G. Fox were presented for transfer to Division 44.

Bills for stationery, etc., to the amount of \$8.14 were ordered paid. Correspondence was read and acted upon according to the importance thereof.

It had been decided at the last meeting to elect a set of deputy officials for the day meetings on account of the inability of the regular officers to attend. Accordingly the usual business was hurried through with and an election board formed. Bros. F. F. Loree and A. Bailey were appointed tellers, and Marshal Capach, with such alacrity as indicated his familiarity with the duties, prepared the ballots.

Nominations were received for Deputy Local President, First and Second Vice-Presidents. Further nominations were considered unnecessary, as Past President C. G. Curtis and Assistant Secretary J. H. Van Loon are invariably in attendance. The result of election is as follows:

Deputy Local President, T. F. Noon; First Vice-President, L. S. Brown, and Second Vice-President, H. E. Place.

The tellers were discharged with a vote of thanks for their services.

The new officers were duly installed, after which President Noon made the following appointments: Marshal, C. F. Capach; Inside Sentinel, F. F. Loree; Outside Sentinel, E. B. Pine, their installation immediately following.

The usual collection was taken for collation purposes, the boys contributing generously.

This was the best attended day meeting in a long while, which speaks well for doing away with the Sunday meeting, and we predict increased attendance and interest under the new regime.

Meeting closed at 12:30 P. M.

J. H. V.-L.,
Div. Cor.

The Colorado Midland.

Once more we have gotten our heads together and arranged a few items for the boys who might wish to know what we are doing over here. Well, I will say to start with, you will always find us "up and a cumin'." We will give a list as best we can of the boys along the line, and if there is any one missing, we hope his friends will not think him dead, for we were so swift, he may have been run over.

Starting in the general office at Colorado Springs we find our old friend, S. N. Proudfoot, chief dispatcher, with trick men Bullock, Nelligan and King. All rattling good men, and are not hard with the boys. Opr. G. E. Stewart clears the message table in daytime, while Bro. P. Groome answers up at night.

At Colorado City is Mr. Vaughn, days, and a good brother nights, but haven't learned his name.

At Manitou is Mr. Dunaway, agent, and an all-around good man.

At Cascade is Mr. Payn, agent, and Bro. Blake-sley, nights. Bro. "BE" says he will be buried under one of those pines, where he can hear the pushers whistle for his board.

At Woodland Park we find two noble brothers, B. A. Beckenstine and I. G. Beverlin, agent and night operator.

Divide is our next stop; we find Bro. Eaton and Bro. Daniels.

At Florissant is Mr. Harding, agent, and Bro. Smith, nights. We are glad to hear that "HO" will soon be with us.

Leaving Florissant we come through the eleven-mile canon into the South Fork.

Freshwater we find Bro. G. C. Kennedy, who is an all-around good cook.

At Spinney, Mr. Skinner, agent and "night owl." I wonder if he has his hands full.

Hartsell we find Bro. Dan Caldwell, always at his post. Bro. Caldwell was off a few days, being sick, and was relieved by Mr. Batchelor. Glad to see you back, "DN."

At Bath is Bro. Williams. We can hear "W" at all times of day and night counting his quarters.

At Newet is Bro. Crutchfield.

Buena Vista, Mr. Batchelor, agent, but we haven't learned the name of the night man.

At Granite is Mr. Tyler, agent. Mr. Tyler is chancing off his typewriter, and will exchange favors for chances taken. We are inclined to think he will be one of us soon again.

Bro. W. L. Coleman, former agent at Freshwater, is trying his hand at painting and wall papering. Should anyone need work done, address Bro. "CO," either Freshwater or Florissant.

Bro. Frank McGuire, city ticket agent at Buena Vista, has just returned from Kansas. We happened to see him in the smoker, but Mc's smile gave him away. On the Pullman he had an "American Beauty."

At Arkansas Junction is Bro. Collier, and a good brother nights, but I haven't learned his name.

At Leadville is Bro. Harrington, who wears the colors true.

At Busk is Bro. J. D. James, a son of "Jessie," and a red-hot member.

At Ivanhoe is Bro. Cole.

Sellar has Bro. C. E. Crispell, always at the key, and at Thomasville we find two faithful brothers, S. J. Lowe, agent, and Andy Sater, nights.

At Basalt we run against about the hottest numbers on the line, Bro. D. W. Otten, acting agent during Mr. McKain's sickness, Bro. I. N. Mitchell, cashier and operator, while Bro. Melton, a warm number, does the night act.

We next jumped off at Carbondale and found Bro. Kirkpatrick, who is an expert well digger.

At Cardiff we found Bro. E. F. Glass, cashier and operator, and Mr. L. H. Albrecht, agent. Bro. "G" says he and Mr. Albrecht are doing enough work for three good men, but have the promise of a "raze" in their salary if the C. & S. gets this road.

At Glenwood is Bro. Rubendale, cashier and operator, with Mr. Devor agent.

At New Castle we find something that will do your heart good. Bro. Robinett, days, Bro. Owen, nights, with a full set of strictly O. R. T. dispatchers.

Bro. H. K. Morley is now enjoying a leave of absence, relieved by Bro. H. W. Wistner.

The joint track line to "GD" Junction is solid, with the exception of three men, who will be in soon. How is that for a line? We wish especially

to thank a certain brother for his untiring efforts in behalf of the Order on this line, and for his efforts toward the system Division.

We are in good shape now, and are coming to the front with "nons" every day. We would like to write more, but for fear the editor will throw us out next time we call for space, we will ring off. Wishing you all success, we are strictly

Yours in S. O. and D.,

CERTS. 51 AND 991.

Southern Pacific System.

"An Awakening."

Away out there where the golden sun sinks behind the Western Hemisphere is the land of progress.

Fifty years ago this vast domain first smiled upon the advent of the pale face and gradually, but swiftly, the beautiful of Nature has commingled with the grandeur of civilization.

In the early '60's there hatched a scheme, gigantic almost to impossibility, to connect this new land with the battlefields of our forefathers by railroad communication, and that old saying, "Where there is a will there is a way" was staunchly supported by the hardy engineers who tediously and persistently toiled, until with a smile of satisfaction, in looking back over the field of their toils, they heard their reward, "Well done, thou good and faithful servant."

"When singing the praises of the millionaire's glory,

He who those millions helped to create
Is houseless, is homeless, is old, hoary and gory;
His stomach is empty and he has nothing to ate."

In those days of fabulous prices, when thrift bore no trace of want, little thought was given to the future, but gradually, on silent wings, there came a time when greed for gold o'ershadowed the bounds of liberty, and the great corporation, which continued to expand until it had penetrated every corner of the new land, began to cut into the bread of "Those who had helped to create."

The consequences, sure and certain as the sting of a captured bee, soon became manifest. The engineers, firemen, conductors and brakemen all signed the obligation of their respective organizations and, intrenched behind their strength, sent delegations to confer with the management of this great railroad. The result is known, the solid front of those armies was too formidable to be penetrated and the representation received justice in full.

But hold! There is another branch of employees of an "up-to-date" railroad, those undaunted boys who shoulder the responsibility and gather the fruit that makes the pay car a reality. Now they commence to feel the sharp axe cleave its way into their salaries. At last the noble management has found a means by which it safely cuts down the running expenses.

The telegraphers are too far apart to organize, but hold! There comes — the death rattle of the nineteenth century.

Someone is stirring up in Oregon; something is doing along the line. It seems that there is something called the O. R. T. in a place called St. Louis. Ha, ha! They say it helps telegraphers. Impossible, but, like the dying man, we grasp the straw. What did I say, straw? I meant plank, or rather, boat. By Jove! I believe it's a ship. What! Yes, it's a battleship. Look at the gaping guns.

There's Powell and Perham aboard and others. Well, I guess, why, everybody has a berth. Now they are making room for us of the Western Empire. We climb aboard. Here's Geo. Estes. He's our hero, and Bruce Meyer and all the rest. There are a few with misty eyes; they are groping in the dark, but we are calling them on. May God help them to get aboard, where they can stand by those gaping guns and call for justice in full.

Then arise! Oh, ye wretches! Arise in your might, for God and your country, for freedom and right, for the love of mankind, and the glory of state, for your wife and your loved ones and "something to ate."

CERT. 2340.

In Memoriam.

WHEREAS, It has pleased God in his divine wisdom to remove from our midst Bro. V. A. Hill, who died at Corinne, Utah, on the morning of January 22, 1900; and,

WHEREAS, By his untimely death Southern Pacific System Division No. 53 has sustained the loss of one of its brightest and most valued members, and the Order at large a zealous and loyal supporter; therefore, be it

Resolved, That while we deeply deplore the death of our lamented brother, we bow with humble submission to the will of God, believing that "He doeth all things well."

Resolved, That we tenderly console with the bereaved family of the deceased in this dispensation of Divine Providence.

Resolved, That his devotion to our righteous cause shall shine forever before us as a light to encourage us in the work before us.

Resolved, That these resolutions be spread on the minutes, and that a copy be forwarded to the family of Bro. Hill and a copy be furnished for publication in THE TELEGRAPHER; and be it further

Resolved, That our charter be draped for a period of thirty days.

"Behind the cloud the starlight lurks;
Through showers the sunbeams fall;
For God who loveth all His works,
Hath left His hope with all."

E. F. WOLEVER;

L. D. BEDNARK,

G. A. TONEY,

Committee.

Beo-wa-we, Nev., January 31, 1900.

M., K. & T. System, Division No. 22.

Have you been trying to get any new members for our Division during the last month? If not, will you not resolve to get one this month?

Bro. E. Jackson, formerly of Chester, Texas, is now working for the G. B. & K. C. at Roganville, Texas.

Charley Barnes, of Stark, is now agent at Kincaid, relieving J. M. Lollar.

Mr. E. H. Bryan is now agent at Stark, a nice little town on the Parsons Division.

Bro. T. W. Howe has been promoted to the agency at Emporia, Kan., the best station on the Katy in Kansas.

J. C. Fahnestock is promoted to agent at Eric, Kan., one of the best stations on the Parsons Division.

As per circular notice, Bro. E. B. Hill, of Troy, Texas, has been appointed General Chairman of M., K. & T. System, Division No. 22, vice A. C. Eidson, resigned on account of leaving the service.

L. D. McCoy,

L. S. & T.

Missouri:—

Bro. Chas. Stilwell has resigned as agent at Franklin Junction, and accepted a place in Supt. Finney's office.

Bro. T. H. Moore, who has been working extra in dispatcher's office Franklin Junction, has been checked in as agent at that place.

Opr. Murphy has been absent several days owing to the sickness and death of his father. All the boys sympathize with Jo.

Opr. J. A. Peterson has been confined to his bed for some time by an attack of the mumps and tonsillitis.

Mr. Neeley, who has been clerk in Supt. Finney's office for some time, has resigned to accept a position in Supt. Davis' office at Sedalia.

Bro. J. F. Blakey, of Fayette, is working as agent at Monroe during the absence of the regular agent. Bro. Blakey was relieved by Bro. Meishburger.

Holstein is again open for business, and Bro. C. W. Steele was checked in as agent on the 15th.

Who said that Division 22 is not growing right along?

Bro. Taylor, of "MC," is laying off owing to the serious illness of his wife. He is being relieved by a man from St. Charles, whose name we did not learn.

Bro. H. L. Wilson, of Wilton, was taken suddenly ill the other night and went to the hospital, relieved by Bro. Chiles, of "MC," who in turn was relieved by C. D. Hard, formerly agent at McBain; Chiles relieved on account of the illness of Mrs. Taylor, wife of agent, McKittrick, who is dangerously sick.

Bro. E. B. Robinson, of Mokane, is in the hospital, being relieved by Bro. Scobe, night man, who in turn, was relieved by a Mr. Lane. We did not learn from what point.

Cherokee Division Items:—

H. C. Oliver, agent at Oswego for the last two years, has resigned and gone to Salt Lake City, Utah. May success with him. He was relieved by Mr. Boyle, from Chetopa.

J. M. Lollar, for many years past agent at Kincaid, has been promoted to agency at Chetopa. Glad to see you move up a peg, Jim.

Frank Whitsett, formerly of Oswego, has been checked in as agent at Elsmore. Frank says Kansas is all right, but he could not go the Territory.

Bro. Cloughley, formerly at Vinita, is now cashier at Waxahachie, Texas. Good hours and no Sunday work. Glad to see the old-timers get there.

Opr. R. A. Rogers, night man at Durant, was held up by two masked men and the cash drawer robbed of \$1.40 on the night of the 5th. Think that was enough of the B. I. T. for Mr. Rogers, as I noticed a new night man by the name of 'Ask working there next night.

Opr. C. S. Walton, at Warner Junction, has been losing considerable sleep on account of his vaccinated arm. Says he thinks he had rather have the smallpox next time than to be vaccinated again.

Bro. Barnes is back at Atoka nights again after a lay off of several days.

D. S. Case is holding Savannah down as agent yet. Quite a surprise to many to see Mr. Case leave Durant, as he had worked nights there for several years.

Texas:—

The M., K. & T. depot at Reedville was burned recently, including about \$67 railroad money and \$10 express money, which was evidenced by the melted coin. Probably incendiary origin and suspicion rests upon a party in the town. Understand the auditor for the railroad company has recommended that the agent be given special credit for the amount lost, which belonged to the railroad company, but Mr. Pearson is inclined to think that the express company will want him to make good the amount which they lost.

Bro. F. H. Shootman is relieving Bro. Wilson at Sealy.

There was a couple of disappointed operators on the south end the other day. Bros. Waterman and Wilson, of Sealy, had made all arrangements to go down to Monterey, Mexico, to witness a bull fight, but were disappointed in getting relief and had to postpone the trip. We understand Bro. Peoples, of La Grange, was also disappointed in the same way.

Don't any one ever call Bro. Tait up on the telephone unless you have some one to identify you, as he has drawn the line on making new acquaintances over the 'phone, especially when it comes to Bohemian girls.

Business seems to be holding out down this way; everyone working about twice as hard as before the force was reduced about holidays.

Bro. Taylor, at Waco, took ten days' lay off on the 20th, making a visit to Missouri and other places, being relieved by Bro. Shootman.

Bro. Yates, of Houston, had a few days' leave of absence on February 9, to show his father around the city; was also relieved by Bro. Shootman.

Bro. A. S. McCollum, night man at Taylor, enjoyed a few nights off, taking a trip to Waco on business and pleasure, mostly pleasure we learn, as it is said that he did not forget to visit the loved ones who live in the brush near by.

Mr. Hanie, who is bill clerk at Taylor, was called away on the 26th inst., on account of the death of his father, who lives near Taylor. He was relieved by Bro. Kline, who is the day operator there. Bro. Kline was relieved by Bro. McCollum, the "owl," and Bro. Shootman was called on again to work between the suns. Bro. Kline remarked that he believed that he was the hottest bill clerk that ever came down the line, but was sorry that he spoke, when on looking around he discovered our superintendent looking on him with a smile. I think it is "O. K." any way, "K," as you have the reputation of being the stuff on any old thing, watermelons not excepted.

Bro. Wilson, who is widely known as the "Texas Steer," took a leave of absence on the 3d, and was relieved by Bro. Waterman at Sealy. Bro. Wilson went to Waco to attend the marriage of his sister, and says that he could not help it, if he did bawl like a yearling steer.

Some one said that Bro. Waterman, at Sealy, talked so much that his mustache wouldn't grow. Bro. W. is a new convert, and if he is talking O. R. T., we do not think hard of him at all, but say, talk on, brother, and do without the mustache.

We were sorry to learn that Bro. Yates had been sick with the measles, and glad to see him back at work. "R," it is said, became tired of telegraphing, and has returned to his first love, "station work." He asked for Brookshire, and got it.

Bro. Shootman is working at present as relief agent at Little River while Bro. Jones attends court.

Bro. Hill, at "RD," is having a nice new residence built. He says he wants to stay as long as he can, but wants to be at home once more if it's for only a week.

Understand the North American Squadron is to be at Galveston in a week or two; also the *Kearsarge*, one of the largest ships in the world, and suppose a number of the boys will want to get off and go down to taken in the sights.

CERT. 108.

Andover, O., Div. No. 36.

Many strange things have happened on this, the Franklin Division, since you heard from us last, but an increase of salary for the operators—nit.

We have a new superintendent, Mr. D. T. Murray by name. "He is all right" is the general verdict among the boys. He comes here from Buffalo, where he has been chief dispatcher on the Eastern Division of the Lake Shore for a period of years. He certainly should be acquainted with the ups and down of the operators, especially the downs.

Business is quite good over this way, in fact it has not been very dull during the winter, and now it is picking up nicely. Last Sunday's, March 25, record showed thirty-eight trains, of which seven were double-headers, and that is where the boys' troubles commenced, making extra copies

of orders. I did not hear of any of the boys asking out for church, and incidentally to see their best girl.

Since our last writing Bro. Topper has left us and entered into the grocery business, where we understand he is doing well. A trifle over \$40 per month, no doubt.

Bro. Boyar is back at "BQ" nights, and has quite a good thing in having the yard checked up for him when he comes to work.

Bro. McQuistor holding down "AN," and appears to always be awake.

Bro. Riter keeps a lonely vigil up in the woods at a 6x6 coal box and answers to the call of "MU." Occasionally the block signal gets out of order and "XN" hustles out on the track and imagines himself a full-fledged "shack" giving signals.

Next station Jefferson, where we find a good Order man in Bro. Thompson; but the other fellow, "nuff sed."

Next we come to Dorset, where you will find two good O. R. T. men in Roberts and Kennedy.

Next Leon, with Bro. Ferry and C. Rood.

Andover, with the two strawberry blondes, Rood and Roberts.

Williamsfield, with Bros. Woolcott and Paisley.

Kinsman, with Bros. Davis, Root and Albright.

Latimer, with Bro. Evans at night. We are in doubt about the day operator.

Fowler, with Bro. Bob Turnbull.

Tyrrell, with Bros Kennedy and McCartney.

Coalburg, with ex-Bro. Hayes. What is the trouble, Bill?

Doughton, with Bros. Humphrey and Thompson.

Youngstown Yard, with Bros. Waddell and Murphy.

Bro. Bowdrie at "DK."

Bros. Dellmin, Payne and Snow at "NY" dispatcher's office.

I will run over the east end next month.

Bro. Joe Root met with quite an accident last week. Joe, no doubt, had been smoking a green pill and imagined he could give the local crew points on switching, whereupon he made a dash for a box car, which was moving slowly. Joe rushed up the ladder with lightning-like rapidity and when nearly at the top his feet became entangled with one another and in trying to get himself loose he threw his knee out of joint. Joe looked for consolation at Stoneboro a few nights afterward. Wonder if he was successful.

There is a vacancy at Franklin for a nice young man—one who does not object to working days and part of the night, receiving compensation for overtime. No agents need apply, as the Franklin young ladies wish to have a handsome young man installed at the above-named place. Are you in the hunt, Bonner?

I shall have to ring off and mail this, or it will not get in in time to appear in the April number.

SCOTTIE.

Norfolk & Western Ry.

Since last we had a line from this division many changes have taken place, and smallpox has been a guest of some of the boys, but we are pleased to say it is now a thing of the past, and I trust it will ever remain so as far as we are concerned. We are glad to see the force at "X" coming around again. Since Bro. Gulley left there the boys have been like children without a mother. But with all of them in place now, and Bros. Gulley and Bickers back at "QU," it is to be hoped they will improve in "health."

Bro. A. P. Sale, of Bonsack, has been off visiting his brother, Bro. H. L. Sale, of Lynchburg, who was very sick, but we are glad to report him much improved.

Our old friend L. A. Merriman has returned to us after spending two or three months as agent at Church Road, on east end. The old reliable "HU" has gone to Crewe to work in yard office. We know he is sadly missed around old Blue Ridge. The trainmen say he is the same jolly old boy. By the way, Bro. Purvis has just returned from home where he went to attend the wedding of his sister, which took place on February 7, and we are glad to note that she chose for her lifelong companion a good "N. & W." O. R. T. boy, and we wish them a long and happy life. Guess old "HU's" time will come soon, as I understand Bro. R. D. Purvis is to follow his sister's example in the early spring, and it won't do for "HU" to be left at the post.

Bro. Mason is now at "FG" (his home). We understand he is a great favorite with the dispatchers. That's right, "MN," stay awake and attend to business and you will come out with flying colors.

Well, boys, guess all of us have heard of the little trouble our brothers are having on Southern Ry., and we are glad to note they were successful, and will get a good schedule. Now, boys, do not let them run around us; keep in line and let's push this thing to something better. Of course we cannot expect to get all at one time. You know it takes time for all things, but if we will keep in line and do our duty our reward will come sooner or later. Now, boys, those of you who have not done so pay up your dues and use your influence to get in some "non," and let's keep our grand Order in a prosperous condition on this old pike. It is our best friend, and sooner or later we will realize it.

Yours in S. O. and D.,

"FRIEND."

I have no doubt that a great many operators are sitting at their tables now, wishing they could do something by which their salaries might be increased, still they turn a deaf ear to the O. R. T. organizer, as he pleads with them to join our noble Order and help to place telegraphers on a solid foundation. What a grand thing we operators would have if all of us were true Order men and women. Now we are paid less than any class of professional

people in existence. We are performing such work that can only be done by those who prepare themselves for it. There is one thing absolutely sure, if we want our salary increased, we have got to go in a body and demand it. Shame on the man or woman who has not got nerve enough to stick to their rights, and join the O. R. T. because the officials of some road object to it. When you accept a position as operator, do you bind yourself to become a slave to that company, and refrain from every honorable way by which you might increase your salary? If you do, then you are doing yourself, as well as all other operators, an injustice. Do not mind what the officials or any others say, but work to the interest of yourself and those who are dependent upon you for support.

I was working on one of the Southern roads when I joined the "glorious band;" and soon after I became a member, I was standing on the front platform to the station where I was employed, when the local freight came up and stopped. A big fat man got off and came in my direction. I did not know him, and, by his actions, thought he might be one of the high officials. He came up to me and said: "Are you the agent here?" I answered in the affirmative. He began talking against the O. R. T.—the operators' friend. I told him I was a member, and was "proud of it." He then introduced himself to me, and who do you think it was? Why, it was a newly-appointed trainmaster, who received a salary of \$60 per month. Oh he wanted to appear to be so very important, and I imagine I can see him now, sitting in his easy chair, "bemoaning the greatness of man." He never gained my confidence, as he tried to influence me to do that which was detrimental to my interest—turn against the noble Order that makes my salary what it is.

There has been quite a lot said about the Colorado Southern lately, and I am sure it deserves it all; but there are other roads that are equally as mean to their employees. We have good people over here to work for, but my heart goes out to the poor operator on the Southern, especially those who are working as agent and operator for from \$15 to \$40 per month. I know operators to-day, who are working on the Southern, for \$15, \$25 and \$35 per month, and if an effort is made to organize, the "smart Alecks," who pass as officials, will create a big stir, and give the employees every reason to believe they will be discharged if they stand up for their rights.

May our banner soon float high up in the air and announce to the world that we are solid O. R. T. CERT. 305.

Williamsport Division, No. 24.

Some of our brothers who have students loafing in their office yet, would better keep an eye on them. There is quite a lot of breaking on block and No. 2 wires at night. We know two or three of them, especially one at west end of the Division. Brother, teach him O. R. T.-ism and make a staunch O. R. T. instead of allowing such actions in your office.

Telegraphers on this Division "11" the only way we can accomplish anything is by the hands of the

O. R. T. The Order as it now stands on this Division is practically helpless, as far as trying to arrange for a schedule or anything else. Why? Because there are two many waiting on a few to do all the work and they to reap the benefits. Fellow operators, how do you ever expect us to accomplish anything if you hold out from joining the Order? Some offer an excuse that the initiation fee and dues are too much. Operators, can you not spend \$8 to join and \$7 subordinate dues if your salary be increased, say only \$5 per month by getting a schedule? \$45 gain at the end of the year is big interest on only \$15 invested. Can you beat it anywhere else? For instance, I note in the February issue of THE TELEGRAPHER a revised schedule on the Denver & Rio Grande Railroad, where the salaries range from \$67.50 to \$100. Do our wages compare with these, not saying anything about the other advantages gained by having a schedule? I would like to impress the caution used by the P. & R. R. at their crossings, "Stop! Look and Listen!" I think then you will be ready to fill up an application blank.

We have an extra operator on the Susquehanna Division that talks O. R. T.-ism to every non-member he meets, who does not hold a card. Why not fill up an application blank and be one of us? We know you are a good orator, and that you would make a good man for the Order.

Bro. J. I. Klingenberg was the only member from Susquehanna Division that attended the meeting last month. Joe is "OK."

P. A. Herman has taken a new pursuit together with telegraphy. "H" works hard all day hooking the levers and in the evening makes stump speeches on the streets for Bryan. Ha, ha!

Bro. C. A. Riland, formerly day operator at "RF," now at "RV" with night owl, L. A. Lantz, keeps his O. R. T. emblem in his private drawer for the want of piercing a hole in his vest. He says he does not like it on his coat. "ND," call on me. I will put it on for you.

We have several operators on this Division who, I "13," are back with their dues. Boys, this looks bad. This Division needs your assistance, so let's brace up and get to work. Let the year 1900 be one long to be remembered as a harvesting year of "nons." A MEMBER.

Philadelphia, Pa., Div. 30.

Keep your eye on notes of Division 30 and next month you'll find a brand new railroad Division represented therein.

Several weeks ago all Divisions and Lodges of the five railway Orders in this city elected delegates for the purpose of endorsing candidates for the Legislature. Before the selection was completed the building trades unions and other labor organizations were interested. Out of fifteen Orders, as that was about the number represented on the occasion, there were but three nominees, a member of the Machinists, a member of the O. R. T., and one B. of L. F. The former having the lowest vote, the contest lay to the two latter brothers, and it was a very, very close finish and resulted as follows: "Endorsed by Organized Labor for the Legislature, Twenty-fourth Legislative District,

Henry Howerter, locomotive fireman, Sixteenth Division, Twenty-fourth Ward. Subject to the decision of the Republican Primaries. Your support is earnestly solicited."

Bro. Howerter is a prominent person with the members of all labor organizations, besides he is President of the Pennsylvania State Legislature Board of Railroad Employees. It is to be hoped his contest (ours) will be a winning one.

Bro. Dean, of Division 35, passed through this city a couple of weeks ago. He looks as natural as ever, but he appears to have gotten over the effects of the convention, as his corporal capacity has considerably increased.

It is encouraging to note the increased interest taken on the Pennsylvania System east of Pittsburg, from letters appearing in our journal from time to time.

Some weeks ago a letter appeared in the Philadelphia *Evening Bulletin*, apparently from an operator hereabouts, who made himself extremely ridiculous, in reference to wages, hours of work, etc., and then had the audacity to sign himself "Cert. 84." His motive for using this signature may only be conjectured, but to make a long story short the *Bulletin* was in great demand for some time by operators as many spicy letters appeared, among them being some genuine certificate numbers. The last one published apparently had the desired effect and bore the signature of Bro. S. W. Hiller, of Division No. 4.

That Southern Pacific schedule is a beauty. The C. & O. boys have a right to feel proud of their new President.

Division No. 52, we are pleased to note, are making their new Pennsylvania R. R. brothers feel at home.

Atlantic City Division.—

HULL—THOMAS.

Miss Hattie M. Thomas, daughter of George W. Thomas and wife, of East Middle Street, and Robt E. Hull, of Haddonfield, New Jersey, were quietly married this afternoon at 2 o'clock at the home of the bride, in the presence of only the immediate friends of the contracting parties. The ceremony was performed by Rev. G. B. Resser, pastor of Emmanuel's Reformed Church. Mr. and Mrs. Hull will leave on the 4:30 train on a wedding trip to Baltimore, Washington, Frederick and Woodsboro. They will return on Friday evening and on Saturday leave for Haddonfield, where they will take up their residence in their already furnished house. Bro. Hull, congratulations.

Bro. J. M. Clark has returned to duty at "CA" after an absence of several weeks on account of sickness.

Bro. Heath, at Berlin, has gone into politics, he being elected collector of the former place.

Bro. Campbell, of Division No. 118, has been relieving Bro. Hull at "Q" for ten days.

They do say Bro. Quicksill has had his salary increased.

Bro. Stone is still doing the night trick at "HN."

Bro. D. R. Lee is night ticket clerk and operator at "Q" for a while.

Bro. L. D. Heath has been promoted to agent in addition to his duties as operator at "FX."

Bros. Lehman and Schnetzler, at "A," have gone into the oyster and clam business as a side issue. Bro. "L" has ordered his new "up to date" for the balance of the year.

Bro. H. H. Graham, of Alloway, we regret to announce, is laid up with typhoid fever. His early recovery is hoped for.

Bros. Niepling and Robinson are keeping very quiet, somehow. CERT. 222.

Seaboard Air Line.

Eleven years having elapsed since I first connected myself with our Order, I think it time that the brothers were coming to my rescue. Not only my rescue, but the rescue of the operators of this section of North Carolina and Virginia. There was a time in bygone days when the Order was in its infancy, that we could muster up a respectable (in size) little crowd of O. R. T. men on the

A. L. At that time there was a Division at Weldon, N. C., with our (now) chief dispatcher as secretary and treasurer. I venture to say that he still has a warm spot within his heart for the dear old Order that he loved and cherished long ago.

There is no use discussing things of the past. The most serious point upon which I want to touch is seemingly the manner in which we are neglected. Are you brothers who are more fortunate, and who work under a schedule, becoming selfish? Have you forgotten that there are other roads that need and must have help?

Several months ago I was very desirous and anxious to call a meeting of brothers and "nons" at Suffolk, Va., and take some steps towards holding a meeting there once a month or every two months anyway. There are four or five roads running into Suffolk, Va., and I think this a good point for a move in above direction. Several "nons" expressed a desire to join us and all they needed was a little influence and encouragement. I have left that section, but if any brother will push this matter I venture to say that success will crown his efforts.

We have in our midst three "big" roads—the S. A. L., A. C. L. and Southern. These lines are in actual need of immediate relief. We have as good material on these lines as you will find anywhere. All we need is someone to open the eyes of the blind. I have never seen an authorized organizer in "these diggin's." Brothers, will you not throw out the life line? Will you not come to our assistance? We need your aid. I will give \$10 towards a schedule on the S. A. L. (and more if the success of same requires it). We need your help now and the time may come when you may need ours. Agents over here get from \$25 to \$35, with some exceptions. Are we in need? Our families soon will be, at this rate. Our officials are all perfect gentlemen and would no doubt treat us right if pinched up a little. Bro. Layman, can't you help in this direction? If so you shall have all the berry plants you want.

Come, boys, take this matter up at your next meeting. Join together and send us a good organizer and let him stay with us until he accomplishes his and our desire.

MEM. N. & W. SYS. 11.

Missouri Pacific Railway.

The General Committee have extended their fifteen days' recess to conform to the wishes of the management.

F. J. Morgan, the hustling Chairman of the Central and Arkansas Division, has resumed duty after a week's trip to Little Rock and St. Louis on Order matters.

M. J. Brimberry has resumed work as agent at Olla, La., after two months' vacation on account of illness.

Tommy Seitz, second trick man at Bismarck, Mo., spent several days in St. Louis and vicinity in March, in the interest of Division 31.

S. C. Mahanay, secretary, reports an increase of thirty-four for the month of February, and more than that number for March. Good record.

The General Committee of the Missouri Pacific Railway, have presented the management with several matters of importance, among which is a rule allowing agents 10 per cent commission on "Pre-paid Received." This is the unanimous request of the agents. This proposition is timely, for the reason that on January 1 agents who were then receiving such commissions, received notice from the express company that thereafter such commissions would not be allowed. Mr. Eggleston will doubtless be convinced of the justice of this claim.

E. L. Pierson is off again on a vacation, visiting his parents in South Carolina, and somebody else's parents in Oxford, Ala. Why don't you bring the girl to St. Louis, Ed?

Col. L. F. Sheldon, assistant superintendent of telegraph, was severely scalded and burned in the recent accident at Independence, Mo., but is reported recovering rapidly. W. M. Ryan, until recently General Chairman of the Brotherhood of Railroad Trainmen, Missouri Pacific Railway, was also slightly injured in this accident, but we hope to see him resume his run in the near future. "R" is a good friend to the O. R. T. boys.

W. H. Boyd has resigned as chief dispatcher at Sedalia, Mo., and has been succeeded by Mr. J. T. Brown. We are indeed sorry to lose Mr. Boyd, and tender our sincere sympathies to Mr. Brown.

George Hogbin, for many years operator in "GM," St. Louis, has resigned to accept a better position, and was relieved by the Liliputian, Frank-enfield, from "Ch," Little Rock. Both good O. R. T. boys.

The General Chairman of the O. R. C., Mr. W. C. Turner, has been placed on an annual salary, and devotes all of his time to the interest of the conductors on the Missouri Pacific. Good idea; the O. R. T. should do likewise as we have more work than the conductors.

Mr. Frank Rearden, Superintendent Locomotive and Car Department, has resigned, and was succeeded by Mr. Pattee, of the Great Northern. The change in the management has necessarily delayed the closing of the negotiations, but it is expected that matters will be disposed of during the month of April.

The linemen of the Missouri Pacific and telegraphers have joined hands and are pulling together. All of the linemen are now good O. R. T. boys, and we are indeed glad to have them with us.

Their schedule is now pending along with other matters.

How do you like the looks of our new Vice-President and General Manager? We think he is the proper stuff.

It is said by many that numerous Missouri Pacific people are oscillating between the radiator and an iceberg. We hope that they will soon regain their equilibrium, and remain with us. All of the present officials are popular with the employees.

The circular of March 10, sent out by the General Committee, had the desired effect. All the O. R. T. boys went to work and brought the "nons" into Division 31.

In addition to the matters mentioned in the recent circular, quite a number of important rulings were asked for, which will be of great value to the telegraphers, and to the committee in adjusting grievances in the future.

Mr. C. W. Hammond, our venerable Superintendent of Telegraph, spent several days in Little Rock recently.

The telegraphers have started a movement to indicate to Mr. W. B. Doddridge, in a suitable manner, that they appreciate his fairness in dealing with them during his term of office. All employees are sorry to see Mr. Doddridge leave; and he carries with him their best wishes and highest regard.

What is the matter with the night operators of the Missouri Pacific Iron Mountain road taking it upon themselves to keep the road thoroughly organized? They have the time and ability to do it.

Do you assist your Local Chairman in any way, or do you make him shoulder all the work?

Sedalia, Mo., is the only office of importance on the system where the boys are not O. R. T. This is an unenviable distinction, and the boys in "DA" should not wait for an invitation. The application of any worthy man is never declined.

Why is it that an O. R. T. man does his work just a little better than non-member? It must be because the O. R. T. man is naturally quicker to see a point. That's why he is O. R. T.

Mahanay says that one of the operators in "GM" woke up the other day and asked for the names of six "nons," which were furnished, and within ten days he had secured their application to 31. Why don't some of the night men "wake up" and do likewise?

Why not make System Division 31 the foremost Division of the country? With a membership of 1,000, wouldn't she be a hummer? All right, we will make it 1,000 inside of the next thirty days.

Did it ever occur to you how much work is required of a grievance man? If not, better investigate before coming to the conclusion that he has a snap. His life is one continual round of pleasure. That is why there is so much competition for the job when the election comes around.

If all the telegraphers on the Missouri Pacific road were to do half what they ought to do towards promoting the interests of the O. R. T. no one would be overworked, and the results far more satisfactory. Life is what you make it; so is the organization.

Yours truly,

W. M. H., *Dir. Cor.*

Grand Division

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

W. V. Powell.....President
St. Louis, Mo.
M. M. Dolphin.....First Vice-President
St. Louis, Mo.
A. L. Taylor.....Second Vice President
St. Louis, Mo.
H. B. Perham.....Secretary and Treasurer
St. Louis, Mo.

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S. C. Mahanay (Secretary), Sherwood, Mo.
L. A. Tanquary, Cuchara Junction, Colo.
A. O. Sinks, Box 276, Portland, Ore.
F. J. Reynolds, Calgary, N. W. T.

ADVERTISING.

All matters pertaining to advertising will be referred to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

NOTICE.

TO ALL CONCERNED.

Owing to an error made in the print shop where envelopes are addressed from the mailing list, several letters which should have reached members who were delinquent with their dues on December 31, got into the hands of members in good standing. Such members are kindly requested to disregard the communication, as it was not intended for them.

Yours in S. O. and D.,
W. V. POWELL,
President.

St. Louis, Mo.,
March 31, 1900.

NOTICE.

Card 8412 issued in favor of Certificate No. 335, Union Pacific, Division No. 6, good until June 30, 1900, has been lost. If presented, please take up and return to this office.

H. B. PERHAM,
Secretary and Treasurer.

St. Louis, Mo.,
March 31, 1900.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. W. V. Powell, President, St. Louis, Mo.; H. B. Perham, Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairmen. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Local S. & T., Drayton, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 2, WASHINGTON, D. C.—Meets 1st Saturday in each month at Society Templars' Hall, 5th and G Sta., N. W., Washington, D. C. E. F. Broome, Local Pres., Benning, D. C.; V. Marcinkowski, Local S. & T., 813 6th st., N. W., Washington, D. C.

NO. 3, HARRISBURG, PA.—Meets first Tuesday evening at 8 o'clock p. m., and third Sunday at 2 o'clock p. m., of each month in Ensminger Building, corner Third and Cumberland sts., Harrisburg, Pa. H. B. Oleweine, President, 633 Muench st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m. at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. H. L. Brown, Local Pres., 3814 Parrish st., Philadelphia, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairmen, E. T. Nickel, G. C., Amsterdam, Mo.; P. H. Williams, Local S. & T., Amaret, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Millard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Local S. & T., Pine Bluff, Wyo.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 3d Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local Pres., 835 Elk st., Buffalo, N. Y.; F. A. Hallock, Local S. & T., 358 Massachusetts ave., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. W. B. Dobbins, Local Pres., North Vernon, Ind.; J. P. Davis, Local S. & T., Lock Box 79, North Vernon, Ind.

THE RAILROAD TELEGRAPHER.

- NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. H. Morris, Local Pres., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.
- NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Local Pres., Orano, Me.; E. L. Keyes, Local S. & T., Great Works, Me.
- NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., at 619 6th st., Parkersburg, W. Va. P. Costello, Local Pres., Belpre, Ohio; G. J. Steurer, Local S. & T., 626 Depot st., Parkersburg, W. Va.
- NO. 13, DULUTH, MINN.—Meets 3d Sunday of each month at 8 p. m. at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Local Pres., 1620 Oaks av., West Superior, Wis.; V. M. Chapin, Local S. & T., Bostwick Flats, Duluth, Minn.
- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Local S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shephard, Local Pres., Alexandria, Ont.; R. E. Allison, Local S. & T., Greenfield, Ont.; P. D. Hamel, Asst. L. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. p., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. W. H. McNabb, Local Pres., St. Thomas, Ont.; B. Knight, Local S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. J. B. Coniff, Local Pres., 1206 Guilford ave., Baltimore, Md.; J. B. Finnan, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock p. m. at 1008 Lipscomb st., Fort Worth, Texas; C. A. Burton, Local Pres., H. & T. C. Ry., Frt. Office, Fort Worth, Texas; C. A. Burton, L. S. & T., 908 Jarvis st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, Local S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. J. E. Hunsberger, Gen'l Chairman, Elmwood Place, Ohio; A. C. Bushaw, Local S. & T., 1617 East 5th st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; L. D. McCoy, Local S. & T., Selma, Kan.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. W. T. Casey, Gen'l Chairman, Local Office, A., T. & S. F. Ry., Kansas City, Mo.; J. A. Newman, Local S. & T., Wicnita, Kan.
- NO. 24, WILLIAMSPORT, PA.—Meets 3d Wednesday of each month at 8 o'clock in the evening at Harmon's Hall, Lock Haven, Pa. A. T. Mulhern, Local Pres., Farrandville, Pa.; N. F. Braucht, Local S. & T., McElhatton, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Local S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. D. Wright, Jr., Local Pres., Brunswick, Md.; E. L. Harrison, Local S. & T., Brunswick, Md.
- NO. 27, LOUISVILLE, KY.—Division covers the Louisville, Evansville & St. Louis Railroad system. Meets subject to call of Chairman. E. P. Roach, Gen'l Chairman, Germantown, Ill.; Jos. Watchinger, Jr., Local S. & T., Bartleso, Ill.
- NO. 28, PEORIA, ILL.—Meets 3d Sunday afternoon at 2:30 at Odd Fellows' Hall, 122-124 S. Jefferson st., Peoria, Ill. J. R. T. Auston, Local Pres., Peoria, Ill.; F. M. Widmeyer, S. & T., 604 Ravine av., Peoria, Ill.
- NO. 29, NEW HAVEN, CONN.—Meets on 3d Sunday morning of each month at 10 o'clock at K. of P. Hall, 45 Wall st., Bridgeport, Conn. T. O. Tiger, Local Pres., 53 Broad st., Stamford, Conn.; John R. Cardinal, Local S. & T., 151 Wallace st., New Haven, Conn.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Local Pres., 1225 Sansom st., Philadelphia, Pa.; James Hutton, Local S. & T., 1464 N. 52nd st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; Jas. F. Burnett, Vice Gen'l Chairman, 1206 W. Markham st., Little Rock, Ark.; Sidney C. Mahanay, Local S. & T., Sherwood, Mo.

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- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. A. K. VanGeisen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.
- NO. 34, BOSTON, MASS.—Meets 1st Sunday, 10:30 a. m., and 3d Saturday, 8:30 p. m., of each month at Rathbone Hall, 694 Washington st., Boston, Mass. R. R. McDougall, Local Pres., 17 Northfield st., Boston, Mass.; C. R. Withrow, Local S. & T., Westville, N. H.
- NO. 35, PROVIDENCE, R. I.—Meets 1st Saturday in each month at 8:30 p. m., and 3d Tuesday at 9:30 a. m., at K. of P. Hall, 193 Westminster st., Providence, R. I. Geo. E. Joslin, Local Pres., Auburn, R. I.; F. L. Fowler, Local S. & T., Box 152, Auburn, R. I.
- NO. 36, ANDOVER, O.—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Local Pres., Williamsfield, O.; T. D. Dellmin, Local S. & T., Gen. Del., Youngstown, O.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Galion, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Tuesday evening at 8 o'clock at N. E. corner Broad and Third sts., Columbus, Ohio. L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 727 N. 3d st., Saginaw, E. Side, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Kellogg, Wayne Co., W. Va.
- NO. 41, ST. JOHNSBURY, VT.—Meets 3d Wednesday of each month at 8 p. m., at K. of P. Hall, St. Johnsbury, Vt. C. A. Ranney, Local Pres., Danville, Vt.; E. M. Stone, Local S. & T., White River Junction, Vt.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 43, CONCORD, N. H.—Meets 3d Saturday of each month at 8 o'clock p. m. at Capital Hall, No 19 Warren st., Concord, N. H. W. H. Meserve, Local Pres., Penacook, N. H.; W. B. Drown, Local S. & T., 300 Center st., Newton, Mass.
- NO. 44, NEW YORK, N. Y.—Meets 1st Wednesday evening each month at 8 p. m., and 4th Sunday morning of each month at 10 o'clock, Brotherhood Hall, Third st. and East av., Long Island City, N. Y. P. H. Enright, Local Pres., 133 Felix st., Brooklyn, N. Y.; J. F. Hinterleiter, Local S. & T., 149 5th st., Long Island City, N. Y.
- NO. 45, SPRINGFIELD, MASS.—Meets 3d Sunday in each month at 2 o'clock p. m., at Central Labor Union Hall, S. E. Cor. Harrison av. and Dwight st., Springfield, Mass. D. J. O'Connell, Local Pres., 71 Everett st., Springfield, Mass.; J. B. Belding, Local S. & T., Gilbertville, Mass.
- NO. 46, WORCESTER, MASS.—Meets ——— F. H. Bates, Local Pres., Sterling Junction, Mass.; J. F. Mullen, Local S. & T., Clinton, Mass.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coalton, Ohio; H. C. Mitchell, Local S. & T., Uniapolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. S. Hill, Gen'l Chairman, Montrose, Colo.; L. A. Parkhurst, S. & T., Room 6, Union Depot, Pueblo, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B, Portland, Ore.; A. O. Sinks, Local S. & T., Box 276, Portland, Ore.
- NO. 51, GROVE CITY, PA., Division covers P., B. & L. E. Ry. System. Meets subject to call of Chairman. William A. Gorton, Gen'l Chairman and Local S. & T., Grove City, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. S. J. Konenkamp, Local Pres., 2705 Jane st., S. S., Pittsburg, Pa.; J. W. Barber, Local Sec'y, 256 S. Highland av., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, ————Division covers the Southern Pacific Railway System. Meets subject to call of Chairmen. Geo. Estes, Gen'l Chairman, Roseburg, Ore.; W. R. King, Asst. Gen'l Chairman, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View Sta., San Francisco, Cal.

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- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. J. F. Coleman, Acting Local S. & T., Wickes, Mont.
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; J. W. Girt, Local S. & T., Navarre, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston and Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; W. H. Harris, Local S. & T., care H. & T. C. Frt. Depot, Fort Worth, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3 floor Western Union Bldg., 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemore, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacook, N. H.; J. W. Flavin, Local S. & T., 3 Oak st., Concord, N. H.
- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; F. M. Galloway, Local S. & T., Dubois, Idaho.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Local Pres., Causapscal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. J. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnellton, W. Va.; F. C. Moran, Local S. & T., West Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 116 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Local Pres., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Offices, Ogden, Utah; C. N. Custead, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; O. L. Rudisail, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m. at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Sunday of each month at 2 p. m. at Brokaw's Hall, Cor. 8th and Locust sts., St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday evening of each month at 8 p. m. on 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 526 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av. 3d floor, Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; V. H. Cain, S. & T., 769 Oak st., Macon, Ga.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.

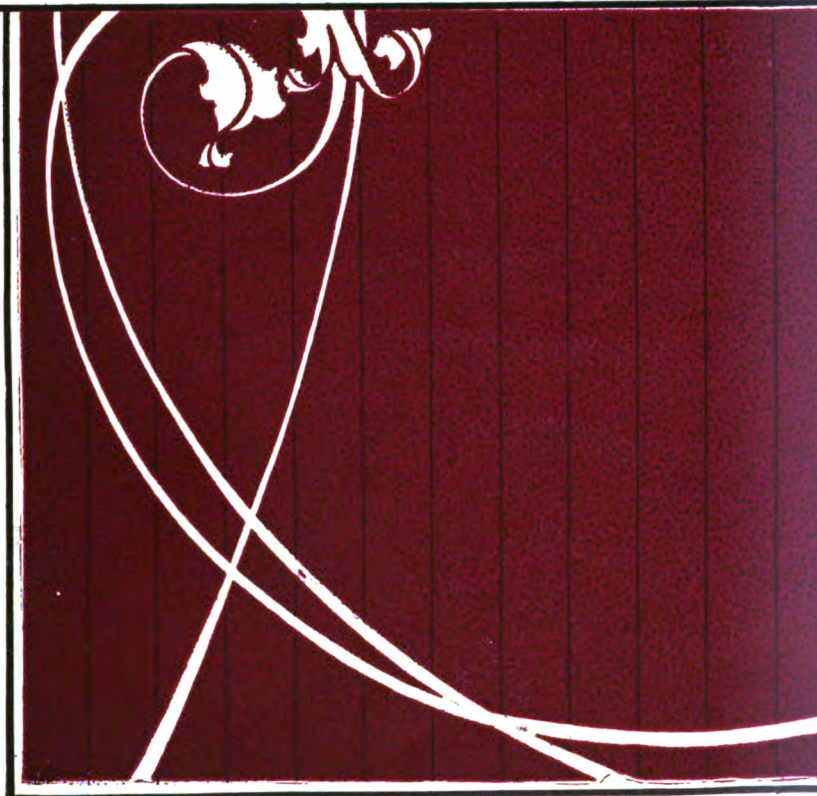
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THE RAILROAD TELEGRAPHER



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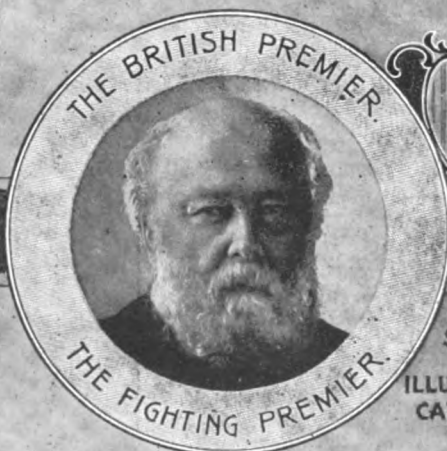
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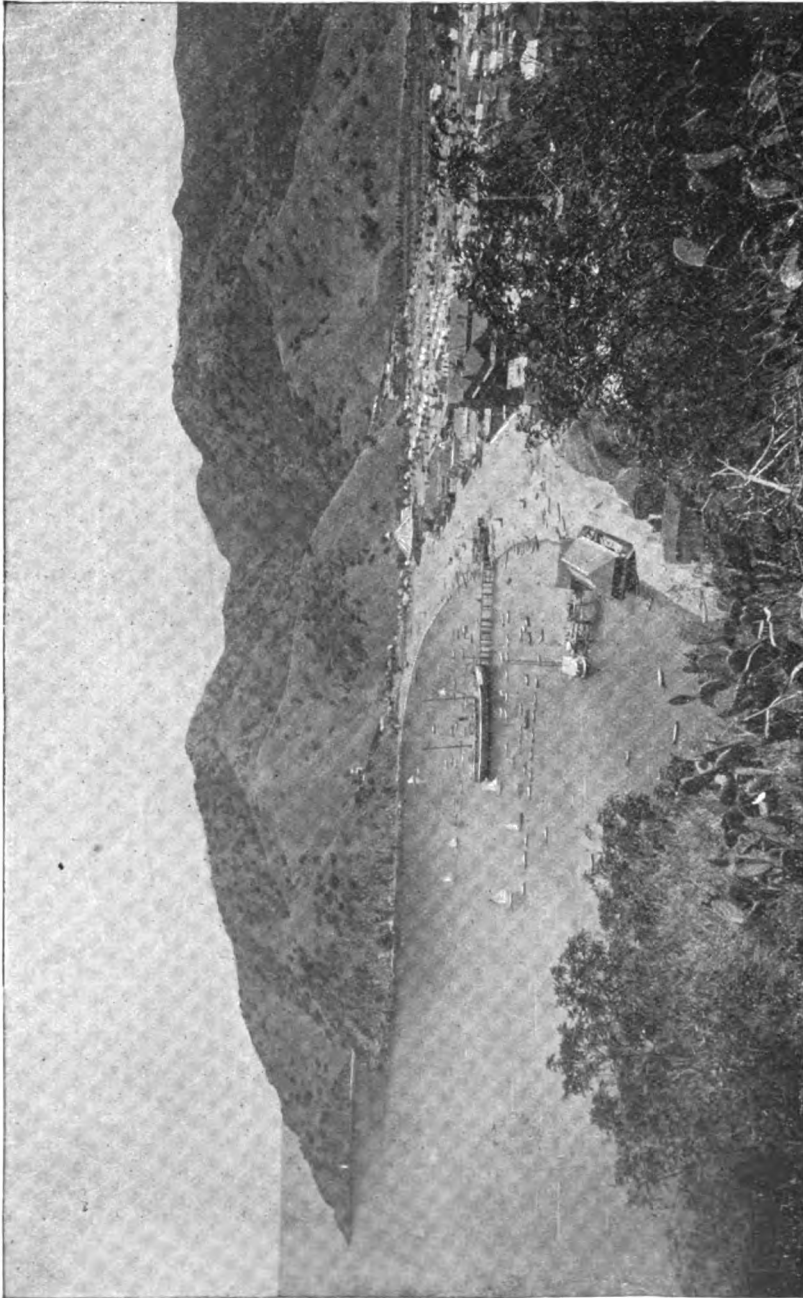
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THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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MAY, 1900.

No. 5.

EDITORIAL

THE SOUTHERN RAILWAY STRIKE.

AT the close of the Civil War, it was thought that the question in regard to the right of one man owning another man in the United States had been settled once for all, but from the recent actions of the officials of the Southern Railway, it seems that this was not the case.

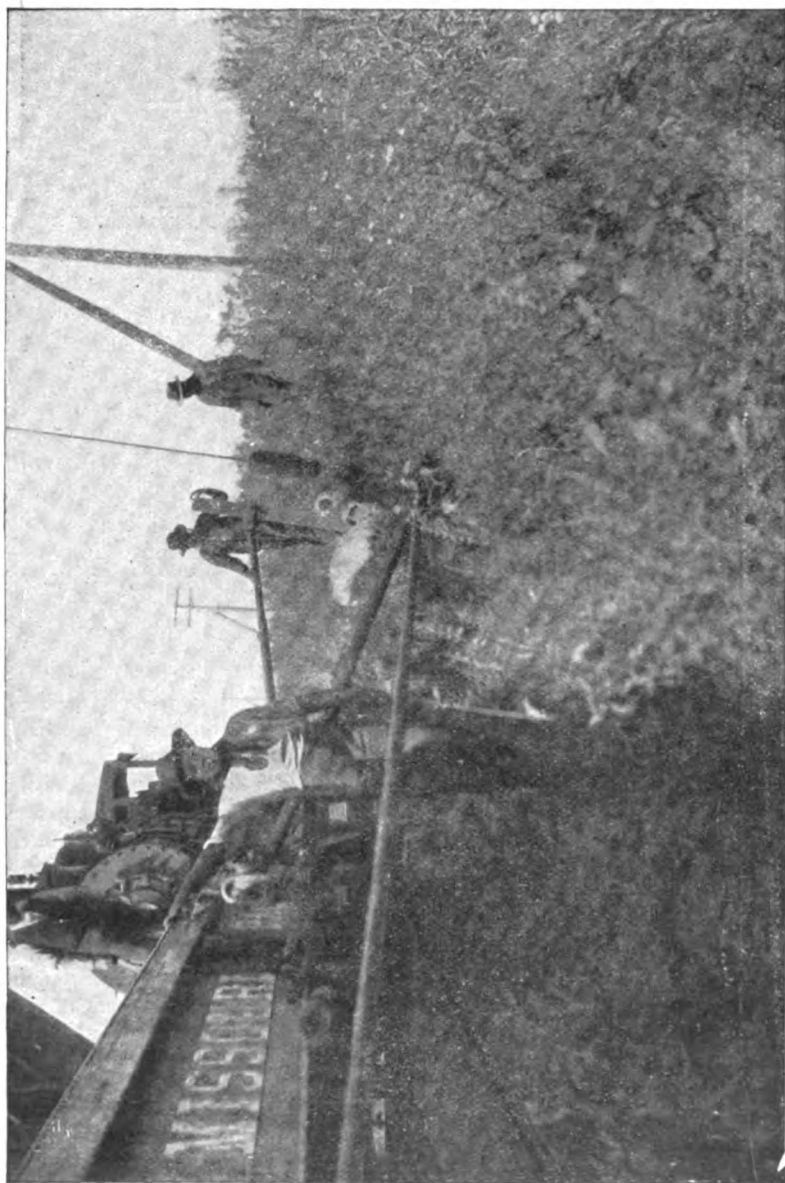
The strike of the telegraphers on the Southern Railway, as most telegraphers know, was the culmination of many years of mistreatment on the part of the officials of that company, and that extreme step was only taken after all other means of adjusting the differences had been completely exhausted.

With proper regard for the opinions of others, we will, as briefly as possible, outline the circumstances that led up to this contest, and incidentally review the acts of the officials, who were solely to blame for bringing on the strike.

The record is without a parallel in railroad history. For the past three years,

the officials have devoted a goodly portion of their time trying to prevent the telegraphers from organizing, as they well knew that existing salaries, of from \$18 to \$35 per month could not be maintained unless they could continue to treat with each telegrapher individually. O. R. T. organizers were shadowed by detectives wherever they went. As soon as one arrived in a town, the detective would go into the railroad office, and, after disclosing his identity to the telegrapher, forbid him to allow the organizer in the office, and advised him to have nothing to do with the organizer or the order. This course, however, did not prevent a large majority of the telegraphers from joining the Order, as they well knew that no other power on earth could help them, and they are to be commended for their courage and discretion.

The target system of organizing had been in use on that line for some time; that is to say, many members would write to one non-member, and ask him to ex-



"READY TO FLOW."

A ditching plow invented by Mr. W. B. Doddridge. It cuts a single furrow 24 inches wide, by a depth of from 2 to 30 inches.

plain his reasons for holding aloof from his fellows. The officials becoming aware of this work, improvised a letter, purporting to come from a brother telegrapher, which reads as follows:

July 13, 1890.

DEAR SIR—

Your letter of recent date to hand and contents most carefully noted. I have received many letters along this line, which all seem to have been written about the same time, but as your's is the most aggressive, I will take occasion to answer this one only, and open the question with you as to my absence from among your ranks, which I consider more a credit than a reflection.

In the first place, you ask me "Why I am not a member of the O. R. T., and can I give any good reason." I can give a reason which is most satisfactory to myself, and surely should be so to every one else. I have no desire to connect myself with any striking labor organization, for I consider them dangerous to the public welfare. In the second place, I am employed by the Southern Railway Company, and, while I admit our salaries are not large, still I accept service from them at this stipulated price, and I would consider that so long as my name appears on the Southern's payroll, that I was guilty of conspiracy were I, while accepting service from them, use their time, that which they pay me for, to work against their interest, it would be a most shameful proceeding, and everyone who is guilty should suffer the consequence. If you are not satisfied with your present salary, and treatment, why not resign? The company will accept your resignation, I am sure. They have never, during my thirty years' railroad experience, requested me to remain in the service one minute if I really did not want to. Can you in turn give me any good reason for remaining in the service, and using every means you can to injure them? As I understand your letter, you are bitterly opposed to capital. Let us suppose you were out of employment, can you tell me to whom you would apply—would you go to some penniless parties, or would you try

capital? Ah! 'Capital' is where you would pillow your head.

In the third place, I have no confidence in the O. R. T., its officers, or men. They have used every means possible to extort money from young men, and boys just budding into manhood, by their fickle promises. They seek to instil into them a bad principle. They are a set of organization vultures who prey upon the imprudent young men of this, and all other systems, and, by their great promises, cause these boys to rush pell-mell into their schemes, which only tend to break them down, and prohibit their future advancement. You, for one, are paying your money into this organization, whose officers are living on princely salaries, drawn from the poor working operators, who they will never benefit in any way. Said one young man to me, 'I've been paying my money into the O. R. T. for four years, and with each payment of dues, they make a promise that my wages are going to be raised.' Says he, 'I am sick, and tired of their promises, and done with it.' I told him as he grew older, this rank foolishness would all come out of his head. Those who are old enough to realize the gravity of the situation, and still cling to it, certainly have anarchistic ideas.

Fourth, and not by any means last, I have a family, and they are dependent upon my salary and future advancement. To gain this, I realize loyalty to the company must exist, and if I err, and should lose my position, I do not ask the O. R. T. to take up my case. I am willing to suffer alone, and do not ask hundreds of others to share with me my misfortune.

I have written to you in a spirit of friendship, and trust you may receive it as it is intended. No letter I have yet received has had the least influence over me, and I prefer to stand by those from whom I am receiving my support.

With best wishes, I am,

Very truly,

(SIGNATURE.)

This fraudulent and slanderous letter was circulated by the officials on every division of the system, with the intention

of influencing the men against the organization of their craft, and incidentally prevent them from straining at their shackles. But the scheme was of the transparent order, and the telegraphers were not to be caught by such chaff. A later effort of the same fraudulent nature is disclosed in the following:

GREENSBORO, N. C., January 9, 1900.

OPERATORS—

I enclose herewith for your information, copy of a letter written by a telegraph operator, and addressed to the General Secretary and Treasurer of the General Committee of Operators, in reply to a communication which he received from that source. It is such a plain and sensible letter, that I felt sure you would be glad to read it.

N. J. O'BRIEN,
Superintendent.

This was the enclosure:

DEAR SIR—

Yours 18th. I am unable at this time to contribute anything for O. R. T. purposes. I have \$15 or \$20 tied up in the O. R. T. business, and has been for several years; of course, you allow interest on it, and I would suggest that you use a small percentage of this in Atlanta, and hold the remainder for like occasions in the future, as I fear I will not be able in the next few years to make another investment, and my experience has shown me the hard earned dollars paid in by Southern operators only goes to the relief of Northern and Western men, who seem to have a special fondness for being out of a job, sick, or in trouble some way that necessitates their coming to the brotherhood for help. I was sick once while a member, and must admit I received as much as if I had been at work, but it came from the railroad people, not from the O. R. T. I have been here nearly ten years as agent and operator. I came here with \$1.65 in my pocket, and that was borrowed. I was an O. R. T. man then. I became a railroad man after I came here and went to work.

I now have a nice home, and a very nice business outside of my office. The railroad people have helped me in every way they could. By their advice, I went in business. They kindly offered to lend me money for business. I believe I have the confidence of my employers, and when the business of office will justify it, they will pay me more money. What I have of this world's goods I owe to this line, operated by the ——— rules. It is now operated by the Southern Railway, who need good men just as badly as any other company, and appreciate them just as much. I believe in a brotherhood that gives us a higher social plane; one that will tend to give the railroad people a better class of service, and the community in which we live may feel going out from us a Christian influence.

Let us save our money, build our houses, and stay at them, and enjoy ourselves as only the sober, industrious man can. I believe there are men in the O. R. T. who are conscientious, but I believe they are mistaken in their ideas of how best to elevate, morally and financially, the operator; my word for it, when we reach that point where we are a member of the railroad company, and not a slave, the company will appreciate us; they never can do so until we appreciate ourselves.

I have never known them to let a man suffer, whom they thought worthy. A little experience of my own and I am through. Two years ago my wife was ill. The General Manager came to ———, inquired for her, and asked if I did not want off. I said, "Sir, I have had so much expense, I hardly feel able to lose the time." He said, "Wire C. D., over my signature, to send you a man until Mrs. L. is better, and you will be paid full time." I did not accept his kindness, because I felt it was not necessary afterwards, but I appreciate things too much to invest any more in O. R. T. until you have used up what is already in. I asked the company for a job (they did not ask me to take it), and when I am not satisfied, I will quit, and they will not kick on it.

I have heard men talk of stickers, etc., when they were getting \$40 or \$45 per

month from railroad company, and have never gotten over \$8 per month in their lives on farms, and never had a pair of pants with a whole seat in them. Be careful, friend; you are trying to work against the best friend you ever had in your life, outside of father and mother. Better go back home, and go to work; make yourselves needed by the company for whom you work, and they will find places for you and pay you well. If not, remember their kindness, and do not try to make others dissatisfied. Quit like a man.

Yours respectfully,

This delectable production out-Herods Herod. Just think of a railroad company kindly offering to loan its employes money with which they could enter into profitable side lines. And consider that philanthropic and kindly General Manager. Such warmth of heart and benevolence of disposition would be charming, indeed, if it existed. But the letter was a fake, and did not deceive the men who thoroughly understood who the authors were.

Not satisfied with the result of such work, the officials began to throw off all disguise and attack the Order openly, as the following correspondence will show. President Powell, under date of December 28, 1899, had occasion to write as follows:

MR. W. T. WEST,
*Superintendent Southern R'y,
Richmond, Va.*

DEAR SIR—I am in receipt of a file of papers relative to the case of Mr. J. S. Bergman, operator at Clarksville, Va., who feels that he was discriminated against by you, when filling a position at South Boston.

On perusing the correspondence, I was very much surprised to find a letter dated Richmond, Va., September 23, 1899, addressed to Mr. Bergman, and signed by you, which, in part, reads as follows:

"Referring to our conversation with regard to the O. R. T. Of course you can do as you please about it, but I prefer that you should not belong to that organization.

You are doing yourself an injustice to remain in it. The insurance feature is a very poor one, since it is not managed on a business basis. If they cannot get a man to pay the regular fee to join, they will reduce it; and to a sensible man, this shows that the insurance they give you is of a very poor quality. You can get a good policy in the regular Telegraphers' Insurance Company at small cost. It is no recommendation to belong to such an organization as the O. R. T. The operators tramping around out of work are most always O. R. Ts., and generally the men who come to solicit members have been discharged from the service by reason of their own worthlessness.

"Please let me hear from you promptly."

The first part of the quotation herein, is, in my opinion, a violation of the Erdman Arbitration Law, which law, seeks to prevent corporations, their officers, agents, or others, from discriminating against employes engaged in the transportation department of railways, because of their affiliation with labor organizations.

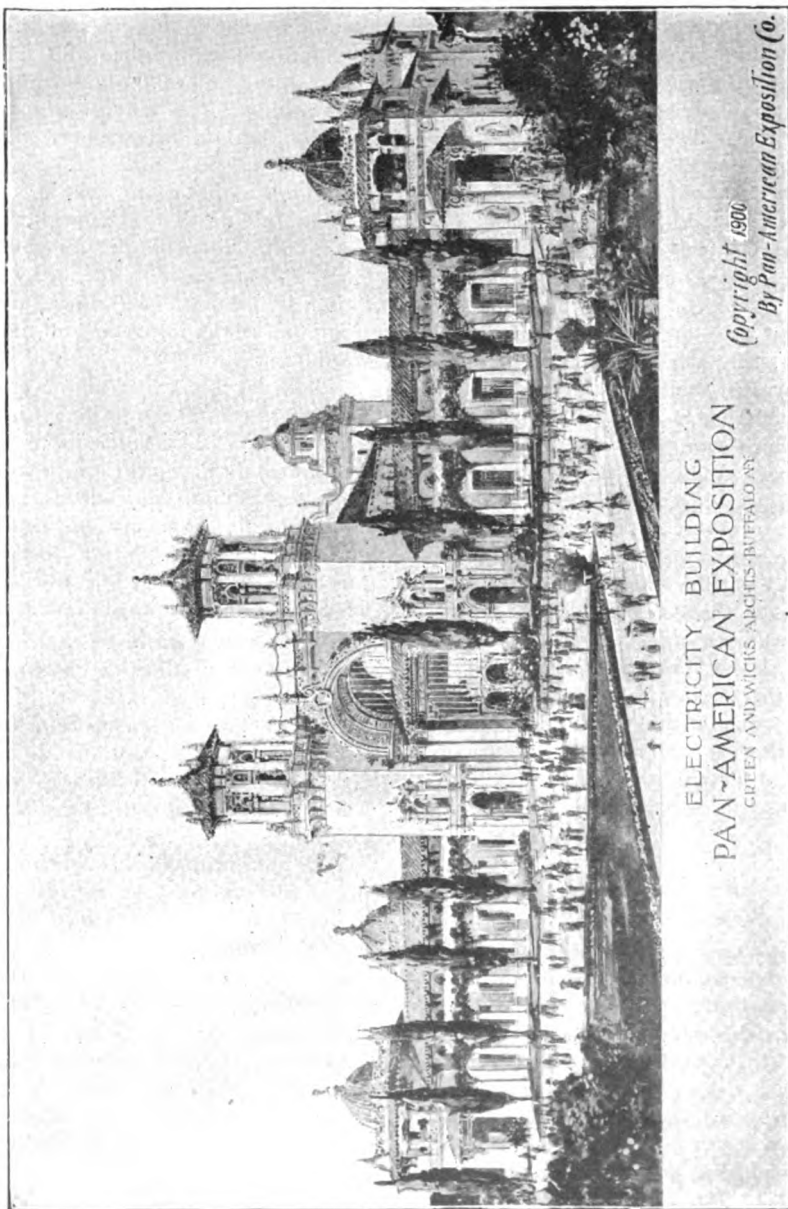
Your statement in reference to the insurance department, reduction of its rates, lack of business methods, etc., etc., is wholly untrue, and without semblance of fact.

There is no such institution as the regular Telegraphers' Insurance Company, which statement on your part, is untrue and misleading.

Your statement that the operators tramping around out of work are almost always O. R. Ts., is untrue, for I have had for the past year more requests from prominent railroads for telegraphers, members of the Order, than I could find men to fill.

The statement that "Generally the men who come around to solicit members have been discharged from the service by reason of their own worthlessness," is also untrue; in fact, all your statements are deceptive and malicious.

I have no desire to antagonize the Southern Railway, for I believe its executive officer, Mr. Gannon, from what I can learn of him, is disposed to be fair and broad-minded in dealing with his employes. I dare say that he does not care any more to



The above elaborate designs have recently been completed for the Electricity Building for the Pan-American Exposition, to be held at Buffalo, N. Y., May 1st to October 31st, 1901. Displays of all kinds in the practical and artistic uses of electricity, together with complete exhibits of electrical machinery and appliances, are to be conspicuous features of the great Exposition.

know whether his telegraphers are members of the Order of Railroad Telegraphers than to know to what religious society they belong.

In view of the fact that you have interested yourself in the Order of Railroad Telegraphers to the extent of trying to injure it by writing statements about it which are untrue, I ask that you make a retraction, in writing, to Mr. Burgman and myself, of the things charged by you against the insurance department of our Organization, known to us as the Mutual Benefit department of the Order of Railroad Telegraphers; also the other statements which you know to be untrue, by January 7, 1900, and, in the event of your failure to retract the said things complained of, by that time, I will, as soon thereafter as practicable, wholly for the purpose of protecting members of the Order of Railroad Telegraphers in their right to belong to said organization as guaranteed by law, and for the purpose of vindicating the standing and character of the Organization before the world, cause proceedings to be commenced against you, alleging violation of law, and, in addition thereto, shall, wholly for the purpose of protecting the organization against libelous attacks, and to vindicate its character as an organization, cause suit to be entered against you for libel.

In doing this, I wish it distinctly understood, that it is not an act intended in any way to embarrass or injure the Southern Railway Company, or an act that should in the least engender a feeling that the interests of the Order of Railroad Telegraphers and Southern Railway Company should not be mutual ones.

Yours truly,

W. V. POWELL,
President.

To which the following reply was received:

RICHMOND, VA., January 2, 1900.
W. V. POWELL,
President, St. Louis, Mo.

DEAR SIR—I have your letter of December 28th, in which you quote from my letter of September 23d, to Mr. J. S. Burg-

man certain sentences in regard to the O. R. T.

With reference to your suggestion that the language quoted is a violation of the Erdman Arbitration Law, I would say that I am unable to see wherein this language constitutes any discrimination against employees under my jurisdiction on account of their membership in labor organizations, or for any other reasons, my purpose being at all times to treat employees with the utmost fairness, and consider their merits alone, regardless of what may be their personal connections, or the organizations to which they may belong.

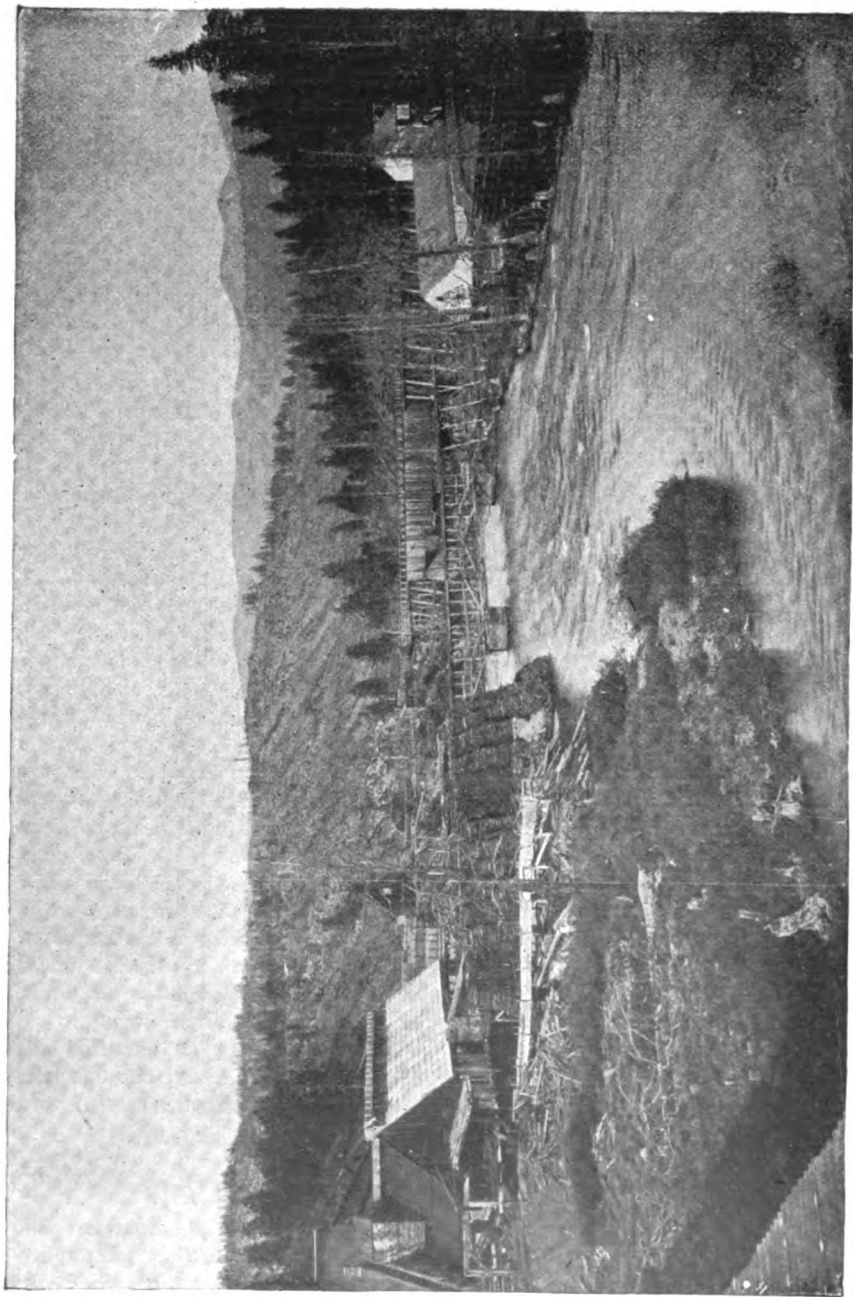
With reference to your suggestion that the language used by me constitutes a libel against your organization, I would say that there was not, and has not been any intention on my part to do an injustice to the Order of Railway Telegraphers, or any other organization. I feel a deep interest in all the employees on my division, and the letter referred to was in the nature of a confidential communication to Mr. Burgman, growing out of a former conversation which we had, and I merely took the liberty of giving him the benefit of my personal view, which was based upon information which I had received from sources which I regarded as reliable. If, as you state, this information is incorrect, and I am mistaken in my view, based upon the same, I am only too glad of an opportunity to withdraw the statements which I have made. Nothing is further from my purpose than to do injustice to the Order of Railroad Telegraphers, or any other organization of railroad employees.

You are at liberty to show this letter to Mr. Burgman, or to any one else who has seen my letter of September 23d, to him.

Yours truly,

W. T. WEST.

The hostility of the Southern Railway officials to experienced telegraphers is shown in a letter sent by W. B. Ryder, Division Superintendent, to E. S. Dodge, Chief Dispatcher, and B. E. Moodey, Train Master, at Charlotte, N. C. It reads as follows:



ON THE TRUCKEE RIVER, CALIFORNIA.
(Courtesy Southern Pacific Railroad.)

CHARLOTTE, N. C., August 31, 1899.

DEAR SIRs—It is especially desirable that we shall keep ourselves supplied with a good class of operators. There is no better way to do this than to pick out an educated, bright, young man in the different towns along the line, giving them the privilege of learning the business in our offices under the direction of our agents. You will recognize at once that men that we have educated, and who live along our line, will learn to have more interest for us than any tramp operator could have. I would like to have you begin at once to handle this subject on this line. I hardly think it would be best to write a communication to all the agents or operators. The better way to do would be to see each one and talk with them, telling them just what you want. It is possible, if you have time to spend an hour or two in four or five of the most important places, that you might find a desirable young man to put in our office. It is generally given out by operators, you know, that we cannot allow such men to be fooling with our wires; however, students can be under certain restrictions that will prevent interference with the business.

W. B. RYDER,

Div. Supt.

It is generally the case that where officials are hostile to the men, and overbearing in their conduct, the men protect themselves by means of organization. This happened on the Southern Railway, but when the men elected a General Committee to represent them, the officials trumped up charges against the men so elected, and dismissed them from the service.

Although openly professing fairness and impartiality to all, the officials refused to treat with committees representing the telegraphers in their employ, although they concede this much to conductors, firemen, trainmen, and engineers. That there was a well defined plan to keep them off "the carpet," is shown in the following letter from General Chairman R. E. Harper to the General Manager:

ATLANTA, GA., January 27, 1900.

MR. FRANK S. GANNON,

Third Vice-President and General Manager of the Southern Railway, Washington, D. C.

DEAR SIR—I have to inform you that the agents and operators of the Southern Railway have faithfully endeavored to observe the rules of procedure in the matter of laying before the division superintendents their grievances, constantly bearing in mind the following section of your communication to Mr. E. W. Clements, date May 30, 1899:

"When the operators, individually or collectively, feel that they should appeal their cases through division committees to the proper officer, and when the division committees in turn believe that they should carry them up to the general superintendent through a committee composed of a committeeman from each division, I shall be very glad indeed to meet such a committee, if it should seem necessary after their meeting with the general superintendent."

We have been unable to secure at the hands of the superintendents any recognition whatever, although we have applied to them in due and respectful manner for meetings with the local committees selected on each division. Not one of the superintendents has consented to meet the committees, some of them replying that the committees did not represent the men, others failing to reply to the requests for hearings, and others saying that they would meet the men individually. The latter offer could not be accepted, as the men are acting collectively, as permitted in your rule. The superintendents failed to give the committees an opportunity to show their authority to represent the men, which we have in writing ready for inspection. The superintendents not only failed or refused to meet our committees, but they have discharged at least six of them on such trivial charges, that we desire to appeal their cases to the higher authorities, together with the other grievances.

Failing to secure audience with their respective superintendents, the local com-

mittees appealed to the General Committee, which latter committee is composed of one man from each division, according to your rule. The General Committee opened correspondence with General Sup't Barrett, informing him of the failure of the local committees to secure hearings, and respectfully asking for a meeting with him. This request was made on January 18th, and, after ten days' correspondence with him, we have to-day received his final refusal to treat with the committee, and there is now no recourse left for the committee except to appeal the matter to you for adjudication, and we most respectfully request that you fix a day for a meeting at your office, and authorize and instruct that our committeemen be relieved and furnished transportation.

We have to call your attention to the correspondence which has passed between the General Committee and General Superintendent Barrett, copies of which are attached for your information. We desire to call your attention to the harsh and unkind manner in which Mr. Barrett has addressed us, vehemently denying our statements, and using unkind and threatening language, especially so in his messages of January 20th and January 26th. You will observe from our telegrams and letters that we have not taken offense at this language, but now call attention to it, and ask if it is right that your employes, who have endeavored to observe the rules of the company, and who have been respectful to their superior officers, should be addressed in such manner.

We beg to respectfully state that had the local superintendents granted the committees hearing, they would have satisfied them as to the question of authority to act for the great majority of the men, and that had Mr. Barrett given the General Committee an opportunity to meet with him, the authority to represent the men would have been submitted. You will observe that an attack has been made on the committees arbitrarily and without cause, other than to disrupt them, and to discredit the movement on the part of the men. Some of the trainmasters have been sent over the road to secure signatures to disclaimer papers,

and evidently Mr. Barrett and the local superintendents have assumed that because the men in some cases have signed these papers, under duress, the authority to represent the men has been canceled.

I beg that you will not allow yourself to be deceived as a result of this step on the part of the superintendents, as we have been compelled to advise our men to protect themselves by agreeing with the local officers until such time as their petition could be laid before you. I feel it my duty to inform you that the men, in almost every case, who have signed these papers have informed the committee of their action, and re-affirmed their former request that the committee represent them.

Now, Mr. Gannon, I beg to state that General Committee regrets the necessity of appealing the matter over Mr. Barrett, but after the treatment we have received at the hands of the local superintendents, and now from Mr. Barrett, it is clear that we can secure no consideration at their hands, and the committeemen have been so abused and threatened by Mr. Barrett, that we have no desire to take the matter up with him further, lest his personal reflections and domination of the committee provoke members to be resentful.

The General Committee stands ready to submit to you in detail the efforts made to secure hearings from the local superintendents, to explain to you the desire of the men to have their grievances adjusted, and to satisfy you of the unfair and unjust methods that have been used in an endeavor to disrupt our organization, and thereby endanger the discipline and good service of your company, and lastly, to show that we have exerted every means to obey your instructions of May 30th. etc.

Will you kindly wire me upon receipt of this what day at your earliest convenience you will meet with the General Committee for the purpose of taking up the several grievance matters on the Southern Railway and the Alabama Great Southern Railway, and other leased and operated lines, and greatly oblige, Yours very truly,

R. E. HARPER,
General Chairman.

In reply to the above letter, Mr. Gannon wired New York, under date of February 1st:

"THERE IS NO NECESSITY FOR A MEETING AT THIS TIME."

Upon receipt of this message from the general manager, the committee of employees decided that it had exhausted every means in its power to secure a hearing and settlement, and nothing else being possible, the matter was turned over to President Powell.

On March 5th, R. E. Harper, General Chairman, who was employed at Atlanta, was discharged from the service of the company for no other reason than his connection with the committee and the movement to secure fair conditions of employment for the telegraphers. This is proven by the fact that the company reinstated him without prejudice, when he went to Washington and demanded a hearing. He is the only man on the system who was discharged for serving on committees who was reinstated—and more than twenty of them were thrown out of work.

The following letter to the manager of the Atlanta office of the Southern in the Equitable Building, shows that under the rules of the Southern it was an act of "insubordination" to petition for a hearing. And yet the company is trying to make the public believe that it has been willing to meet its employees. Read this letter:

WASHINGTON, D. C., February 5, 1900.
W. B. POWELL,

Manager, Equitable Bldg., Atlanta, Ga.

Dismiss Operator R. E. Harper from service at once for insubordinate and other improper conduct. Will send you a man from Washington to-morrow. Fill in, and get along till then. Call on Mr. Thompson for discharge ticket for Harper so he can get his money at once.

C. A. DARLTON,

Supt. of Telegraph.

President Powell, in accordance with the constitutional requirements, endeavored to effect an amicable and satisfactory adjustment of the matters at issue, but the officials being obdurate, a vote of the telegraphers

was taken, who, by their action, decided to strike sooner than peaceably submit to such unbearable conditions.

Six hundred and eighty-five telegraphers and other station employes voted in favor, and one hundred and thirty-one against.

On April 12th, President Powell approved the strike, to take effect at 11 o'clock a. m. on that date. This is what the telegraphers struck for:

1st. To secure the reinstatement of its members who were discharged by the Southern Railway, without just cause.

2d. The right to be heard through committees in the adjustment of their individual grievances.

3d. A set of rules and rates of pay to govern train dispatchers, telegraphers, agents, and other station employes, in their employment, discipline, etc.

4th. Twelve consecutive hours work per day where one or two telegraphers are employed, including one consecutive hour for dinner; ten consecutive hours, including meal hour, in all relay, dispatchers' offices and offices where more than two telegraphers are employed, except that this rule will not make working hours more than those that may now be effective.

5th. Eight consecutive hours for train dispatchers.

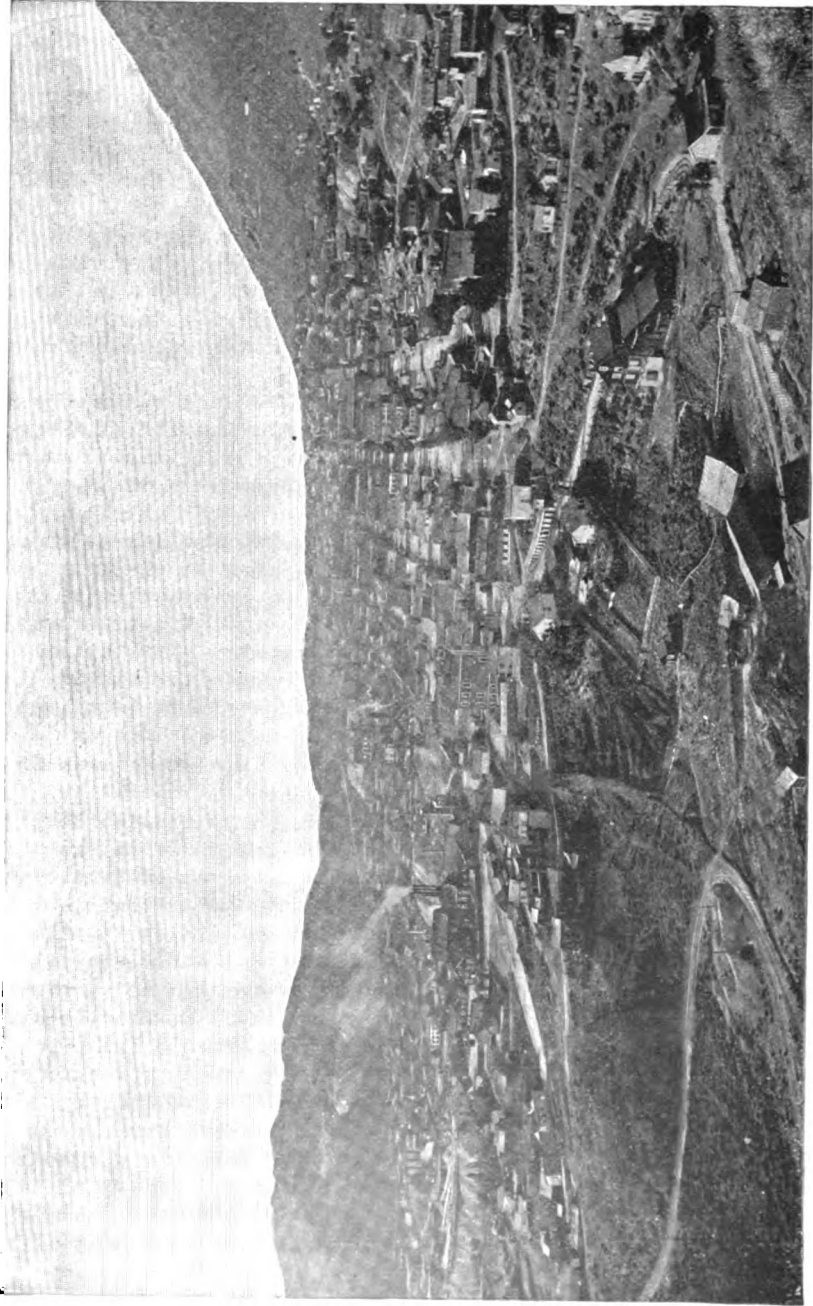
6th. Pay for over-time for telegraphers, dispatchers and others in excess of the above hours pro rata on stated salary, but nothing less than twenty-five cents per hour.

7th. To abolish the practice of compelling agents to load cotton, to care for and put out switch lights, to hire additional help and pay for it out of their already meagre salary, and the performance of other menial labor.

8th. A minimum wage scale of \$45.00 to \$55.00 per month, according to territory or location, and the raising of individual stations to conform to the amount of work performed, or the responsibility of the service.

9th. One hundred and twenty dollars per month for trick dispatchers.

10th. The securing of fair and equitable rules regarding promotion.



LOOKING OVER VIRGINIA CITY, NEVADA.
(Courtesy Southern Pacific Railroad.)

The strike affected about 6,500 miles of road, and the men generally quit their keys, although a few staid behind, preferring to be branded for life as scabs sooner than make a manly effort in their own behalf.

President Powell made arrangements with the *Journal of Labor*, of Atlanta, Ga., to issue a daily Southern Railway Telegraphers' Strike Edition, which proved very useful in offsetting the maliciously false stories started by the officials, to the detriment of the strikers.

Their efforts to belittle the strike, and bolster the stock market were futile, as their securities scored a loss of over a million dollars in the first week of the trouble.

Bro. T. M. Pierson, who was representing the Order at Birmingham, Ala., issued a printed bulletin, which served to keep the telegraphers posted in that district.

At the time of going to press, the strike is still on, and the probabilities are that it will remain on indefinitely. For such a road, a perpetual strike and boycott seems to be the only alternative. The telegraphers might as well look for employment elsewhere now as later, because the road does not pay living wages, and will not until it is forced to do so. To bring it to terms, organized telegraphers and their sympathizers will place an embargo on their business. Freight and passenger business on the Scab Route will grow beautifully less as the facts become more fully known.

VOLUNTARY RELIEF ASSOCIATIONS.

ONE of the very best devices for fastening railway employes down to existing conditions while the "Lords and Rulers," revel in the profits derived from their labor, is that of the Voluntary Relief Association. The scheme was first developed in England about fifty years ago. Like many other financial contrivances that can claim London as their birth-place, it has different aspects according to one's point of view.

The owner of railway shares and bonds look upon this as an honest conscientious affair, strongly tinctured with benevolence.

The employe sees in it the hand of the master who would throttle him into obedience. To get up such a device was a matter of small moment to financiers who have contrived to corner the money of the world, and thereby made the people subservient to their wishes.

In a circular published by one of the large railroad companies recently, extolling the virtues of the scheme, it says:

"Although the railroad companies in England have been organizing relief associations since 1850, and the Grand Trunk Railway of Canada established an Employees Accident Insurance Association in 1873, there was nothing of the kind inaugurated in the United States until May 1, 1880, when the Baltimore & Ohio Company put into operation an Employees Relief Association, which in 1889 was succeeded by its Relief Department, and in nineteen years, its employes have received over five and a half million dollars in benefits. Its success naturally attracted attention, and other companies organized departments, each endeavoring to improve on those that had preceded it. In 1886 and 1889, the Pennsylvania Company organized departments extending over its lines east and west of Pittsburgh respectively, and has through their medium disbursed over seven and a half million dollars. The Chicago, Burlington & Quincy Department was organized June 1, 1889, and its disbursements have already exceeded two million dollars.

The good accomplished by the systematic distribution of these amounts in benefits is inestimable, and the appreciation of the employes is evidenced by the growing popularity of the departments. It is true they did not escape adverse criticism, but as the special advantages, comprehensiveness, cheapness, and safety of this method of relief, from the employes' standpoint, have become understood, this opposition has disappeared, etc., etc.

If the truth were told, these associations have been made popular because the employes found out that if they did not join the association, they would lose their positions, a very powerful argument in favor of joining the association.



SOME CALIFORNIA MISSIONS.
Courtesy Southern Pacific Railroad.

According to the testimony of men who speak from experience, they not only result in the extinction of the employes mutual aid associations, but they are open to the following objections:

Payment of insurance rate for death and sick benefits in all cases higher, and in some cases three or four times higher than ordinary and reliable insurance.

Assurance that is not positive and certain in its action, and liable to fail the assured through the innumerable avenues whereby policies may be voided.

Insurance the rate on which may be raised, the amount of the policy cut down and the terms made more harsh at any time after the policy is issued, this being assented to in the application of the assured.

The establishment of numerous petty officials not actually in the business of conducting transportation, and, therefore, not familiar with the vicissitudes surrounding actual employes, yet with autocratic power over the tenure of office of such employes.

The establishment of a petty espionage upon the part of the company surgeon, placing him in position to wield a controlling influence over the destinies of the employes.

Setting up a condition which would make it beneficial to the interests in control of the relief contributions (assessments on employes) to drop from the railway service all employes over forty-five years of age, and other unsatisfactory features too numerous to mention.

The proposed Southern Pacific Railway Relief Department has been set aside by the company, as the men did not seem to want it.

On other railway systems where a movement is on foot to establish relief departments, members of the various organizations should stir the matter up, and get their committee men to act at once. When it is once established, it is a very difficult thing to get rid of. Prevention is far preferable to having to attempt a cure.

A GRACEFUL ACT.

THE telegraphers of Southern Pacific System, Division No. 53, gave the members of their General Committee a banquet recently, a full account of which will be found among the Fraternal news. The membership everywhere will appreciate the considerate action mentioned in the following letter:

SAN FRANCISCO, CAL., April 28, 1900.

*Mr. H. B. Perham, Secretary and Treasurer,
St. Louis, Mo.*

DEAR SIR AND BROTHER—You will receive through our division correspondent, for publication in the JOURNAL, an account of banquet tendered our General Committee, April 7th last, by members of Southern Pacific System Division 53.

After defraying all expenses of said banquet, we find a surplus of \$39.50 on hand, which amount was intended for the purpose of furnishing each member of our division a souvenir programme of same. However, since recent complications have arisen with our Brothers on the Southern Railway, the Banquet Committee have decided to forward this amount to aid them in their struggle for justice.

Enclosed you will find money order for \$39.50. Kindly appropriate same in above-mentioned manner, and oblige,

Yours in S. O. and D.,

THE COMMITTEE,

Per W. T. Masengill, S. & T.

WHO SENT IT?

A REMITTANCE has been received at this office apparently in payment of the Southern Railway special assessment, being a \$2 bill, which was unaccompanied by any evidence as to the identity of the remitter. This bill was enclosed in a piece of clip, on which was written the words, "For strike on Southern Railway." It was also enclosed in a piece of cardboard, "Form-558," used on the Alabama Great Southern Railroad. The envelope does not bear the name of the mailing office, and therefore we are unable to give the remitter proper credit. Any information on the subject will be appreciated by H. B. Perham, Secretary and Treasurer.

THE COLORADO & SOUTHERN.

THE steady pull against the Colorado & Southern Railroad made by the members of this and other labor organizations throughout the country is beginning to have the desired effect, and the stockholders of that corporation may be expected to inquire into the circumstances surrounding the case in the near future. Officials who wish to hold their positions must make their administration of affairs a success, otherwise it behooves them to make room for better men.

In the early days of labor unions, an official who could give the unions, figuratively speaking, a black eye and get away with it, was applauded by officials on other roads, who then imagined that the pesky union idea would soon die out, and then they would, in the future, as in the past, have as much control over men they hired as if they owned them body and soul.

It is not the case to-day.

Labor unions are a well established factor that must be reckoned with by officials who would make a success of their business. The unions are in a position to retaliate upon the officials who fail to treat representatives of employes with proper respect. Loss of business, passing of dividends, and deferring of interest payment, are things not conducive to the happiness and well-being of the average general manager.

A great hullabaloo is being made about the Colorado & Southern, and the Rio Grande & Western Railway jointly purchasing the Colorado Midland Railway. If this deal is consummated, it will simply be a stock swapping arrangement, in which the small stock holder will find himself like the shorn lamb, very much in need of terrestrial assistance. The company is also reported as being in the market for a large number of new locomotives. With their business being cut into by the opposition of organized labor, it can be readily surmised where these reports come from.

The Order of Railroad Telegraphers is not on friendly terms with the officials of the Colorado & Southern Railway, because they have been mistreating the telegraphers who were in their employ by discharging

committee men without just cause, and refusing to allow them a voice in the matter of wages. These officials hold the opinion that the employers may organize, but the men may not; that the men should humbly accept the wages offered them, and when they become dissatisfied, "take their time," and hunt another job. Of course, that means swell head officials on one hand, and servile slavery on the other, conditions that the Unions have relegated to the rear everywhere else. Whatever you do, do not forget to keep the Colorado & Southern Railroad on your unfair list.

A PROPOSED AMENDMENT TO THE INTERSTATE COMMERCE LAW.

THERE is now pending in Congress a bill which aims to strengthen the Interstate Commerce law in such a manner that it is thought that the law will accomplish the object for which it was originally framed. Perhaps the best feature of the bill is in substituting heavy fines as penalties in place of imprisonment, as in the present law, the latter punishment having been considered so severe that testimony was not forthcoming that might send a railroad official to prison for what seems a trivial offense in comparison with crimes that usually place a man behind the bars.

The first section absolutely prohibits railroads from charging more for a short than for a long haul, over the same line and in the same direction, unless they have first obtained permission of the Commission so to do. The present law has the same prohibition "under similar circumstances and conditions," but the courts have decided that the competition of other railroads made such "dissimilar circumstances and conditions," that the carriers were absolved from obedience to its terms. This decision absolutely nullified the long and short haul clause in the original law, since there is hardly a railroad station in the United States where there is not competition enough to bring the carrier under the exception noted by the court. The absolute prohibition, as fixed in the pending bill, is therefore necessary to prevent a return to the flagrant abuses in this

direction, so prevalent before the Interstate Commerce law was originally passed.

The next section provides for the publication of their tariffs by the carriers, and forbids any change in them on less than sixty days' notice, except the Commission authorize it. This change in the law is in the direction of stability in rates, and there is no danger to the carriers, since the Commission are authorized to shorten the time in case there is any necessity for so doing.

The next section directs the Commission to make and thereafter maintain, a classification of freight which shall be uniform throughout the United States.

The importance of this is shown by the action of the carriers, in making by changes in classification taking effect January 1st last, a practically surreptitious advance in rates of from 5 to 45 per cent on several hundred articles of staple merchandise.

The next section exempts the shipper from the criminal penalties of the law, except when he obtains reduced rates by fraud, when he is subject to a maximum fine of \$5,000. This will render his testimony easily compellable, and aid in enforcing the law as against the carrier.

The imprisonment penalties of the present law are entirely done away with, and the carrier, its officers and agents who violate the law, are punishable by fines running up to \$20,000, and in some cases as high as \$10,000 a day. This change in the law does away with the objections of the railroad officials, who have heretofore claimed that they would not furnish the testimony which might send a brother official to prison, but would furnish it when it would only mulct his corporation.

It is quite likely this change will lead to severe punishment for the corporations in the way of heavy fines, in cases of future violations of the law under it.

Another section provides that when, after a full hearing, the Commission finds a carrier in violation of the provisions of the law, in the order requiring it to desist from such violation, they shall prescribe the thing which it must do or cease to do, in order to bring itself into conformity with the provisions of the law, and in so

prescribing, the Commission shall have power (a) to fix a maximum rate covering the entire cost of the service; (b) to fix both a maximum and minimum rate or differential in rate, when that may be necessary to prevent discrimination under the third section; (c) to determine the division between carriers of a joint rate, and the terms on which business shall be interchanged, when that is necessary to an execution of the provisions of this act; (d) to make changes in classification; (e) to so amend the rules and regulations under which traffic moves as to bring them into conformity with the provisions of this act.

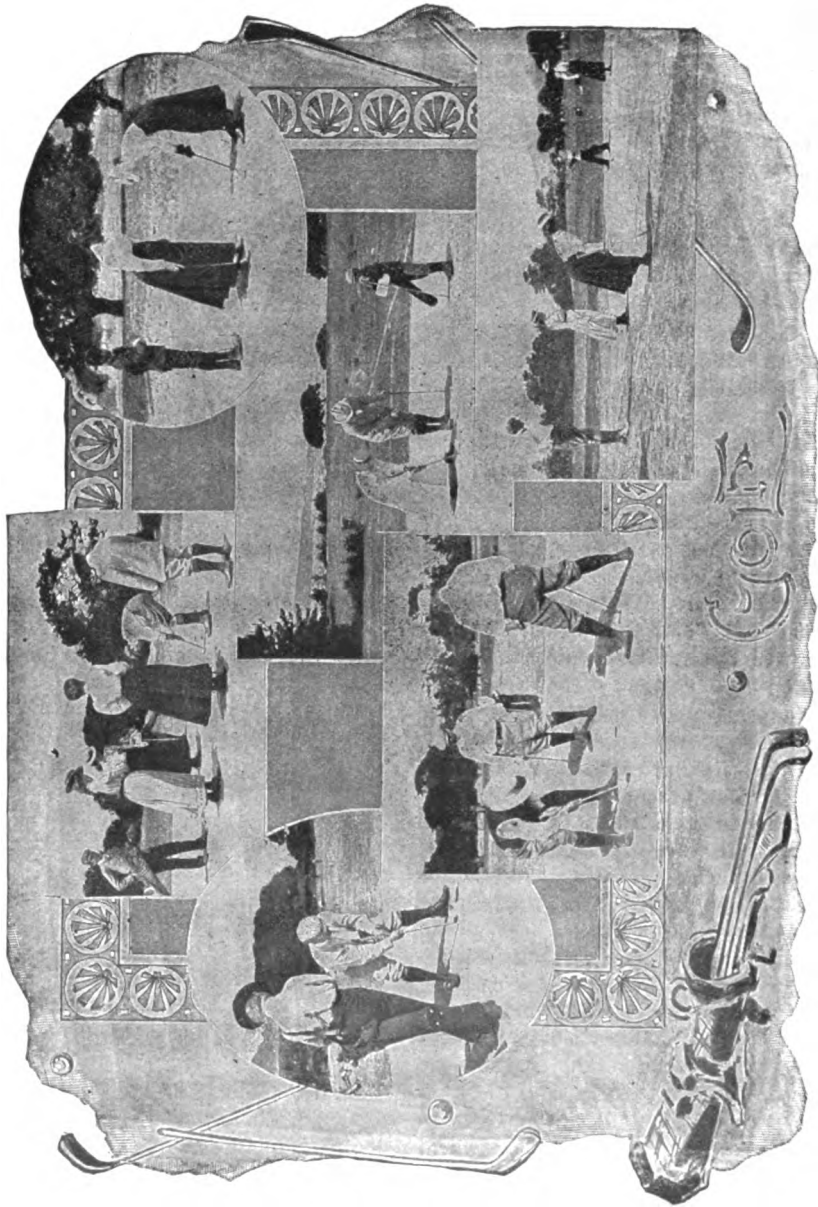
The carrier may at any time within thirty days of the service of such order upon it, appeal to the Circuit Court of the United States, and this court may in its discretion, under certain circumstances, suspend the operation of the order pending the hearing of the case, and either party may appeal from the decision of the Circuit Court to the Supreme Court of the United States, where the case must have preference over all others except criminal cases. In case no appeal is taken from the order, or in case the appeal is not sustained, the order goes into effect at the time fixed in it, which must not be less than thirty days from the time of service upon the carrier.

In case any carrier or any of its officers or agents disobeys, or fails to obey such an order, it or they, shall be fined \$5,000 for each offense, and in case of a continuing violation, each day shall be considered a separate offense.

This provision, by giving to the order of the Commission the effect of the decision of a court, will enable the Commission to protect the public from any wrongs, which an examination may show it is suffering at the hands of the carriers.

At the same time no injustice is done the carrier, since an appeal to the Supreme Court of the United States always lies in its hands and it is here that the life, liberty and property of every citizen finally rests.

The Commission are further authorized to prescribe the form in which the carriers shall keep their accounts, and to inspect the same by their authorized agents, much as national banks are now examined, and any falsification of such accounts is made



MID-WINTER GOLF IN CALIFORNIA.
Courtesy Southern Pacific Railroad.

a misdemeanor and punished by a heavy fine.

It would seem as if this bill, if enacted, would make the Interstate Commerce law fairly stringent and efficient, without being at all harsh and unjust—one in the interest of all honest people affected by it, carriers as well as shippers.

THE SOUTHERN RAILWAY'S TERRITORY.

IN ORDER that the Southern Railway may not be confused with any other corporation with a similar name, the following statement of its mileage by Divisions is published:

WASHINGTON DIVISION—Washington, D. C., to Monroe, Va.; Calverton, Va., to Warrenton, Va.; Manassas Junction, Va., to Strasburg, Va.; Strasburg, Va., to Harrisonburg, Va.; Alexandria, to Round Hill, Va., 338 miles.

RICHMOND DIVISION—Neapolis, Va., to Richmond, Va.; Richmond, Va., to West Point, Va.; Keysville, Va., to Clarksville, Va.; Clarksville, Va., to North Carolina State Line; Virginia State Line to Durham, N. C.; Oxford, N. C., to Henderson, N. C., 284 miles.

NORFOLK DIVISION—Monroe, Va., to Neapolis, Va.; Pittsville, Va., to Rocky Mount, Va.; Neapolis, Va., to Greensboro, N. C.; Goldsboro, N. C., to Spencer, N. C.; Selma, N. C., to Pinner's Point, Va.; University, N. C., to Chapel Hill, N. C.; Pomona, N. C., to Wilkesboro, N. C.; High Point, N. C., to Asheboro, N. C.; Sanford, N. C., to Mt. Airy, N. C., 795 miles.

CHARLOTTE DIVISION—Spencer, N. C., to Charlotte, N. C.; Winston-Salem, N. C., to Mooresville, N. C.; Salisbury, N. C., to Norwood, N. C.; Charlotte, N. C., to Statesville, N. C.; Statesville, N. C., to Taylorsville, N. C.; Charlotte, N. C., to Greenville, S. C., 313 miles.

ATLANTA DIVISION—Greenville, S. C., to Atlanta, Ga.; Toccoa, Ga., to Elberton, Ga.; Chamblee, Ga., to Roswell, Ga.; Atlanta, Ga., to Fort Valley, Ga.;

Chattanooga, Tenn., to Atlanta, Ga.; North Rome, Ga., to Attalla, Ala.; Lula, Ga., to Athens, Ga., 579 miles.

BIRMINGHAM DIVISION—Austell, Ga., to Mississippi State Line; Alabama State Line to Greenville, Miss.; Itta Bena, Miss., to Webbs, Miss.; Stoneville, Miss., to Percy, Miss., 548 miles.

ASHEVILLE DIVISION—Salisbury, N. C., to Paint Rock, N. C.; Asheville, N. C., to Murphy, N. C.; Morristown, Tenn., to Paint Rock, N. C.; Spartanburg, Junction, S. C., to Biltmore, N. C., 416 miles.

COLUMBIA DIVISION—Charlotte, N. C., to Savannah, Ga.; Columbia, S. C., to Augusta, Ga.; Columbia, S. C., to Greenville, S. C.; Hodges, S. C., to Abbeville, S. C.; Belton, S. C., to Anderson, S. C.; Aiken, S. C., to Edgefield, S. C.; Batesburg, S. C., to Seivern, S. C.; Seivern, S. C., to Perry, S. C.; Alston, S. C., to Spartanburg, S. C.; Cayce, S. C., to Allendale Junction, S. C.; Allendale Junction, S. C., to Yemassee, S. C.; Yemassee, S. C., to Savannah, Ga., 639 miles.

MACON DIVISION—McDonough, Ga., to Columbus, Ga.; Atlanta, Ga., to Brunswick, Ga., 387 miles.

ANNISTON DIVISION—Atlanta Junction, Ga., to Meridian, Miss.; Marion Junction, Ala., to Akron, Ala.; Wilton, Ala., to Birmingham, Ala.; Marion Junction, Ala., to Mobile, Ala., 562 miles.

KNOXVILLE DIVISION—Bristol, Tenn., to Chattanooga, Tenn.; Embreeville Junction, Tenn., to Embreeville, Tenn.; Rogersville Junction, Tenn., to Rogersville, Tenn.; Clinton, Tenn., to Harriman Junction, Tenn.; Knoxville, Tenn., to Middlesboro, Ky.; Knoxville, Tenn., to Maryville, Tenn.; Knoxville, Tenn., to Jellico, Tenn., 466 miles.

MEMPHIS DIVISION—Chattanooga, Tenn., to Memphis, Tenn.; State Line, Miss., to State Line, Tenn., 331 miles.

CHARLESTON DIVISION—Charleston, S. C., to Augusta, Ga.; Augusta, Ga., to Tennille, Ga.; Wateree Junction, S. C., to Sumter, S. C., 339 miles.

LOUISVILLE DIVISION—Louisville, Ky., to Lexington, Ky., Branches, 130 miles.

DANVILLE DIVISION—West Norfolk, Va., to Danville, Va.; James River Junction, Va., to Claremont, Va.; Virgilina, Va., to Holloway Mines, Va., 282 miles.

TOTAL—6,415 miles.

A deal is on whereby this corporation seeks to obtain control of the Louisville, Evansville & St. Louis Railroad, which will add 258 miles to the above table.

A glance at the map shows that competing lines run parallel between all of the important points. The telegraphers of the country will wet the stockholders' feet if their grievances are not speedily adjusted.

THE SPECIAL ASSESSMENT.

TO CARRY on a strike against a wealthy railroad corporation means the expenditure of a large sum of money. In the early days of unionism it was thought necessary to have a national strike to win a point. Actual experience developed the fact that it was much better for a few to quit work, while the others remained at work to give them the necessary financial support. The possibilities behind this idea have never been thoroughly exploited as yet, perhaps because wage-earners do not fully appreciate the wonderful changes in social conditions that could be wrought by a "help one another" plan, honestly and thoroughly administered. There are many indications that the system outlined above will be developed to its utmost limit in the near future.

The special assessment on account of the strike of the telegraphers on the Southern Railway was a popular move that received

the hearty support of the membership. I forward by return mail \$5 instead of \$2. and wrote saying, that if more money was needed it could be had upon request. One member writes: "Just received assessment notice for relief of the telegraphers on the Southern Railway this morning. I forward by return mail \$5 instead of \$2. I have not felt able as yet to subscribe to funds for wining and dining or presenting diamond studs or gold-headed canes to any of our officials, although holding each and every one in high esteem, but when there is need, real need, of money for carrying on the legitimate work of the Order, then every loyal member should respond cheerfully and promptly with solid cash and hearty moral support."

This writer shows a spirit that nothing can defeat. The sad condition of affairs on the Southern has been a matter of comment among telegraphers for many years past. It was generally conceded to be the weakest link in the O. R. T. chain, and the low salaries paid were regarded as a standing menace to the telegraph business wheresoever. It was for such reasons that the membership took what might be called a zealous interest in the matter and nobly came to the assistance of the strikers. A few members have held themselves aloof, and refrained from participating in the general movement for reasons best known to themselves. These few are reminded that the Constitution provides "that any member failing or declining to pay his assessment shall stand suspended and shall be reported in all things the same as for non-payment of dues." See Section 117, Page 83.

This is the first special assessment made by the Order in seven years, and from the merits of the case it is presumed that no member will permit his name to be dropped from the roll on account of his failure to meet it.



Editorial Notes

The response to the special assessment was gratifying indeed.

It looks like the Southern Railway would go down to posterity as the "Scab Route."

If the telegraphers will not help themselves, who do you suppose will help them?

The stockholders of the Southern Railway and the Colorado Southern Railway are in the same boat, headed up Salt Creek.

In this land of liberty for tramps and trusts, what is to curb the capitalistic exploitation of the poor? Answer—organization.

See us puncture the Southern Railway stock bubble. What can they do with twenty thousand ticket sellers and freight routers opposed to them?

The management of the Southern Railway believe in addition, division and silence. They are adding the Southern railroads together, keeping the employes divided, and silently pocketing the profits.

Every member of the Order is requested to do what he can toward diverting passenger and freight business from the Southern Railway and the Colorado & Southern Railway. Both roads are unfair toward telegraphers.

Freight agents and ticket agents who sympathize with the union idea can be of great assistance to the telegraphers in their fight for justice when giving advice as to routing. The hostile roads are those controlled by the Southern Railway and the Colorado & Southern.

Railroad managers who provoke their employes into a strike, and find their receipts dwindling on account of a boycott, will have a difficult task in explaining their position to the Board of Directors. Nothing succeeds like success. Strikes and boycotts do not mean dividends.

Unsolicited donations were received from a number of people, who were in no way connected with this organization. Merchants, professional men, passenger conductors, and others were very much in evidence. It is such evidence of the fraternal feeling that makes the whole world kin.

When a railroad company puts an incompetent boy in a striking telegraphers' place, and attempts to run trains on orders handled by him, that action shows the arbitrary spirit of the officials, and an alarming disregard for the safety and well-being of others. It ought to be made a criminal offense.

It may as well be said now as later on, that when the Order of Railroad Telegraphers once takes up a matter of controversy between organized telegraphers and railroad officials, that the Order will either put the road in bankruptcy or force the officials to recognize the just demands of the telegraphers.

The special assessment notice on account of the telegraphers' strike on the Southern Railway appears in the Grand Division notices in this issue. This will be ample and sufficient notice for all those members who have not received the assessment letter of April 13th from any cause. See Section 46, page 30 of the Constitution.

The Southern officials did not want the news of the strike spread on account of the bad effect it would have on the stock market. The preferred stock fell from \$60.50 to \$54 a share in a few days, a loss of \$6.50 a share. This, however, did not hurt the Southern telegraphers, as they are not extensive owners of that class of securities.

From the columns of the Hinton (West Virginia) *Independent Herald*, we find that Bro. J. F. Briant, of Chesapeake & Ohio System, Division No. 40, received the nomination for representative in the House of Delegates at a primary held April 14th. The vote of the county stood: J. F. Briant, 1,130, and M. A. Manning, 267. We strongly recommend his candidacy to the good people of the county.

The Southern Railway controls about 6,500 miles of main line in the Southern States, and is now reaching out for the L. E. & St. L., which extends in almost an air line from Louisville to St. Louis.

The owners or controllers of this immense property believe in organizing for their own mutual benefit, but deny their employes that right. Association is the law of progress with them, but their employes are not in it.

The *Appeal to Reason*, published at Girard, Kan., the leading socialist paper of the United States, has recently taken up the cause of trades unions, and is now doing everything in its power to forward the union idea. The *Appeal* will labor for the political success of the trades unions of America in and out of season in the future. Bro. Wayland's course in this matter is a source of gratification to those who wish to see all reform forces united. The issue of April 28th was devoted exclusively to

trades unions, and their mission. Over 500,000 copies of this paper was subscribed and paid for. It must have been an eye opener for some of the laggards.

Perhaps never since wage earners developed sufficient intelligence to understand that the master ought not to own the man, has there been such wonderful efforts made to keep a class in ignorance of their rights and subservient to the powers that be as there has been on the Southern Railway for years past. Where open intimidation would not succeed, skulduggery of the lowest kind was indulged in. What do you think of railway officials writing anonymous letters to telegraphers, claiming to be ex-members of the O. R. T. who had become disgusted with the way the Order was being conducted? Such conduct is beneath the dignity of cheap detectives.

The Southern management have sought to make their road popular by painting the sign "S. R." on everything they owned, and have it fancifully portrayed on their envelopes, letter heads, folders, posters, etc. The telegraphers' interpretation of the mystic sign will be Scab Route hereafter. Railroad ticket and freight agents are requested not to forget the



THE MUTUAL BENEFIT DEPARTMENT

ASSessment No. 17 IS DUE ON
MAY 1, 1900. TIME FOR PAY-
MENT EXPIRES JUNE 30, 1900.

CHANGE THE BENEFICIARY.

A number of instances have already occurred during the life of this Department where it is fair to presume that the member would have changed the name of the beneficiary in his certificate if the idea had ever occurred to him that such a thing was necessary. Young men who acquired membership when they were single, and named their mother or sister as beneficiary, and afterward married and failed to request the change in the beneficiary, have caused hardship where it was least expected. The officers of this Department can only carry out the law in this respect, and pay the benefit to the last person named as the beneficiary. The law on this subject may be found in Article 20, page 103, of the Constitution. It reads: "Any member desiring to make a change in the named beneficiary may do so with the consent of the Department by making the request for such change on blanks provided for that purpose, and returning the certificate for necessary changes and the payment of one dollar, provided no benefit shall be made payable to anyone not having an insurable interest in the life of the member."

The many court decisions on this subject have maintained that the record is the prime factor in such cases, and that the applicant is supposed to be sane, and in a disposing frame of mind when he fills out the application. To act on the supposition that he was not, would not be feasible for the officials, who are responsible for the proper conduct of this Department. There might be many reasons why a man should desire to benefit one relative and not another, al-

though, to others, it might seem that his actions should have been reversed. A member should pay as much attention to this detail as he should in making his will. Life is uncertain, and such matters should not be left over night in an imperfect condition. In cases where a member intends to marry, his intended can be named as the beneficiary.

During the last few months, attention has been called to the necessity of each holder of a certificate in the Mutual Benefit Department seeing that this certificate is payable to the party or parties whom he desires to receive the benefit in case of his death. Another case has just been brought to our attention where a Brother held a certificate in the Mutual Benefit Department, which certificate was issued him prior to his marriage, and was made payable to his mother. The Brother in question was married on April 19th, and on April 26th he was found dead, and during the time that elapsed between his marriage and his death, he failed to have his certificate changed so that his wife would receive the benefit, and we are now notified by our members in the city in which the Brother resided, that his wife is left destitute, and asking if this certificate cannot be paid to her. The law of the Mutual Benefit Department, as well as the laws of the various States, are very clear on this matter, and members should understand that the certificate in no instance can be paid to other than the last beneficiary named by the member himself. If your certificate is not made payable to your wife, if you have married since the certificate was taken out, and you desire her to receive the benefits therefrom in case of your death, the certificate should be forwarded to this office immediately, accompanied by a request that the beneficiary be changed, and \$1 transfer fee, in accordance with Article 20.

Gleanings

The University of El Ayhar, in Cairo, is the oldest in the world. It has records dating back 1,000 years.

* * *

Kansas City (Kan.) Trades Assembly has made it a rule that delegates must wear union-labeled clothes, hats and shoes.

* * *

True nobility is in the mind, not in the flesh. I wish to leave after me when I die my memory and good works.—*King Alfred the Great.*

* * *

Over sixty "labor temples" or trades union headquarters are now in course of construction in various cities and towns in the United States and Canada.

* * *

A person who is detested by organized bodies of men and women are not to be envied. Those people not organized take little or no interest in the welfare of anyone.

* * *

For my own part, I would not sell even an old ox that had labored for me; much less would I remove, for the sake of a little money, a man grown old in my service.—*Plutarch.*

* * *

A truant officer found in Daleville, Ind., a number of children, 14 years old and under, who attended school all day, and then worked until 2 o'clock the next morning in glass factories.

* * *

Recent British statistics show that 1,700 co-operative societies had, in 1898, 1,500,000 members, \$100,000,000 capital, sales of necessities of life amounting to \$350,000,000 and employed directly 75,000 persons.

* * *

The *Southern Economist* rejoiceth over the fact that a New Orleans merchant startled the natives by advertising that he sold union-made goods. Even the old Crescent City feels the force of the growing power.

The estimated cost of the new North British Waverley Station at Edinburgh is 1,400,000 pounds. It has a covered area of eleven and one-half acres, and there are 538 levers required to work the signals in connection therewith.

* * *

A party of Americans employed in the construction of the Mexican Central Railroad near Tlajomulco, on the Pacific Coast extension, unearthed a big collection of prehistoric relics and an earthen jar containing \$15,000 in old Spanish gold. The wealth was divided among the discoverers.

* * *

The Eastern Extension Telegraph Company has issued a notice that the third cable route between Europe and South Africa, via Ascension Island and St. Helena, is open for business. With the opening of this route it is thought that war dispatches from South Africa may reach London in two or three hours after they are filed.

* * *

The telegraphers on the Southern Pacific and Alabama Southern Railways are out on a strike. These roads are the most tyrannical with both the employes and the public of any crushing corporations in the nation, and endurance has long ceased to be a virtue. Every moral support should be given the boys to secure even a partial freedom.—*Appeal to Reason.*

* * *

Eight linemen have just been dismissed by the New York and New Jersey Telephone Company in Jersey City and Newark for having dared to join a new linemen's union. The company had forbidden its employes to have anything to do with unions, on the ground that such organizations stir up strife and may at any moment interfere with the uninterrupted service which it is under obligation to render the public.

Trades-unions instill a spirit of independence and solidarity into wage-workers that could not otherwise be obtained. It enables them to unitedly execute a desire for more pay and shorter hours that it would be impossible to obtain if each acted independently of the other. They develop manly, fraternal regard and make a reality of the old adage of "Each for all and all for each."—*Southern Economist and Trade Unionist*.

* * *

The city of Boston was officially put on an eight-hour basis on December 14, in accordance with the act of the last Legislature that was accepted by the voters on election day, December 12. The act provides "that eight hours shall constitute a day's work for all laborers, workmen and mechanics now employed or who may hereafter be employed by or on behalf of any city or town in this commonwealth." It was also provided that it should go into effect on the day of its acceptance by vote at any annual election.

* * *

What are probably the most gigantic alliance of labor in any city in the Union has been formed. It is known as the Allied Council of the Building Trades of Philadelphia and Vicinity, and includes twenty-three labor unions. The United States German Trades Association was represented at the meeting at which the organization was formed in order that the English and German unions may work together. The association comprises all the workers on buildings, with the exception of bricklayers and slag roofers.

* * *

The minister of railroads in Canada has recognized the telegraph operators of the Inter-Colonial Railroad, and granted them a fifteen-day holiday a year. If the telegraphers in the United States are recognized by any of the authorities or railroad owners, as anything else than so many slaves, whose sole existence is for the pleasure and profit of the corporations, I have failed to come across it. And yet there are a million railroad employes

whose interests are identical, and who could get any kind of law passed and enforced, upon which they will agree.—*Appeal to Reason*.

* * *

The "boycott" as a labor weapon was declared legal by Judge Stover in the United States Circuit Court in Kansas City, Mo., this week. The decision was rendered in a suit for damages brought by a veterinarian against members of the Master Horse Shoers' Protective Association, and the Journeymen Horse Shoers' Union, for boycotting his non-union horse shoeing establishment. The judge declared that labor unions have a legal right to put in force a peaceful boycott against employers of non-union labor, and to try, by peaceful and fair persuasive means, to induce customers of a boycotted person or firm to quit dealing with that person or firm and patronize employers of union workers.

* * *

The high standing of the officers of the different railway organizations in the Pittsburg district is a credit to the railway unions. Honest, conservative, intelligent and just, they have always demanded their rights, and have never asked for anything unreasonable, and as a result the railway managers are always pleased to meet them in open argument. The broad-minded and level-headed officials of the railway Orders, such as the Brotherhood of Railway Trainmen, Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Order of Railroad Conductors, and the Order of Railroad Telegraphers, have always endeavored to guard carefully against rash movements, and at the same time they have tried to present their case in every demand for recognition in such a light as to convince the railway managers that they are not inclined to be unreasonable. This is a policy which has done much to make the lot of the average railroad man more congenial and elevate him in the opinion of his superior officers.—*Pittsburg Post*.

PERSONAL MENTION

BORN.—To Bro. and Mrs. W. W. Chism, of Hondo, Texas, March 31, a six-pound O. R. T. boy.

BORN.—To Bro. and Mrs. M. P. Whitney, of Trinidad, Colo., April 13, a fine O. R. T. girl.

BORN.—To Bro. and Mrs. Howard L. Walton, of Broadview, N. W. T., April 18, a ten and one-half-pound boy.

BORN.—To Bro. and Mrs. L. R. Townsend, at Whitfield, O., on Sunday evening, April 29, a fine ten-pound girl.

BORN.—To Bro. and Mrs. F. J. Musgrave, of Estevan, N. W. T., on Saturday, April 14, a fine O. R. T. girl.

BORN.—To Bro. and Mrs. Peter Francis McDermott, of San Francisco, Cal., April 17, a ten-pound O. R. T. boy.

BORN.—To Bro. and Mrs. H. W. Aldrich, of Wilmington, Del., on March 31, a fine eleven-pound O. R. T. boy.

MARRIED.—At Pueblo, Colo., Thursday, April 5, Bro. F. W. Jacobs and Mrs. Jessie Scrawlin. Bro. Jacobs is telegrapher for the Denver and Rio Grande at Joy, Colo. The bride was a resident of Centralia, Ill. The members of Division No. 49 unite in extending congratulations.

MARRIED.—In Brooklyn, N. Y., on Wednesday, May 9, 1900, Bro. P. H. Enright, to Miss Cora Powell, from New York City. Bro. P. H. Enright is President of Division 44, and General Chairman of the Board of Adjustment on the L. I. R. R. He has the good wishes of all members of Division 44 and a host of friends who, through THE TELEGRAPHER, unite in congratulating him upon this auspicious occasion.

MARRIED.—Bro. C. C. Sale, of Kingsland, Ind., and Miss Nettie Ashbaucher, of Bluffton, Ind., were united in marriage at the home of the bride's parents, March 24th. Bro. Sale is a well-known and popular member of Erie System, Division No. 42. Miss Ashbaucher is one of the most charming and talented young ladies of Bluffton, and the daughter of Matthew Ashbaucher, one of the wealthiest and most prominent farmers of Wells County. They will, in the near future, be at home to their friends in Kingsland, Ind., where Bro. Sale is employed as night telegrapher for the Erie Railway. The telegraphers of Erie System, Division No. 42, extend congratulations to the happy couple.

DIED.—At Telocaset, Ore., March 15, E. Lawton Frazer, infant son of Bro. and Mrs. R. R. Frazer.

DIED.—Mrs. Coutts, the wife of Bro. R. H. Coutts, of Millers, Ind., at Chicago, January 27. This was the result of being badly burned by a coal oil lamp explosion. Bro. Coutts and two small children are left to mourn her loss. The fraternity extend condolences.

DIED.—Bro. Theron A. Brees died March 26, at Revelstoke, B. C. He was a member of Canadian Pacific Railway System, Division No. 7, having been telegrapher at Hector, B. C., for some time past. His death was caused by heart trouble.

DIED.—Mrs. Tella Stamp, the wife of Bro. H. M. Stamp, of Glendale, Ariz., March 12, of consumption. Bro. Stamp took his wife to Arizona to get the benefit of the climate last August, but it was too late. The members of Division 31 and elsewhere extend condolences.

DIED.—Bro. W. S. Smith died at his home in Valley Stream Sunday morning, April 29, at 3 o'clock. Bro. Smith was an "old-timer" on the L. I. R. R., a staunch member of the O. R. T., Division 44, and universally liked. The funeral took place at Valley Stream M. E. Church, Tuesday, May 1, at 2 o'clock p. m. The O. R. T. was fittingly represented, Division 44 furnishing three pall bearers—Bros. Streator, Dunlap and McGovern. The remaining pall bearers were furnished by the Masonic Order. Bro. Smith leaves a wife and two children and a host of friends to mourn his loss.

DIV. COR.

Bro. H. G. Mulholland, of Flint & Pere Marquette Division No. 39, was a visitor at headquarters April 23.

WANTED.—Present address of L. T. Jenner.

MRS. L. T. JENNER,
Spencer, Okla.

WANTED.—Present address of M. B. Spiker.

P. WARD,
Virginia, Neb.

WANTED.—Present address of J. E. Larkin. Last heard from in Colorado.

G. K. RIESS, Agent, E. M. Ry.,
Grand Rapids, Mich.

WANTED.—Present address of J. A. Hauer, last heard of in Galveston, Texas, formerly telegrapher for Mo. Pac. Ry. at El Dorado, Kan.

H. B. PERHAM,
S. & T., St. Louis, Mo.

WANTED.—Present address of J. W. Crawford, by his mother. Was working at Mayfair, Ill., until January 1st, when he left for the West.

MRS. KATE CRAWFORD,
Beaver Falls, Pa.

WANTED.—Address of Charles Sherwood. Left Las Vegas, N. M., for Tucson, Ariz., during last two years. His mother greatly worried about him.

A. O. HACK,
Holbrook, Ariz.

WANTED.—Address of Bro. W. A. Nichols, mail returned from Beattie, Kan., also Bro. T. M. Moore, Jr., mail returned from Hammond, Ind.

W. E. REESE,
Loc. S. & T. Div. 72, St. Joseph, Mo.

WANTED.—The present address of L. A. English, formerly of the U. P., at Clay Center, Kan. Last heard of at Mena, Ark. If you see this, "Lon," write me.

A. H. PATTILLO,
Lone Oak, Tex.

WANTED.—Present address of R. E. or W. C. Jenkins. Last heard from was working for the Santa Fe at Springer, N. M. Any information will be gladly received by his brother.

P. E. JENKINS,
Oak Harbor, O.

WANTED.—To exchange a fully paid International Correspondence School Mechanical Engineering Scholarship (\$25.00) and a No. 3 Vive Tourist Camera (\$9.00) for a typewriter or best offer.

E. D. SMITH,
Niagara Falls, N. Y.

WANTED.—Information regarding present whereabouts of F. C. Kearns. Last heard of was working as clerk for Gen'l Q. M., in Havana, Cuba. If you see this, "Ks," write

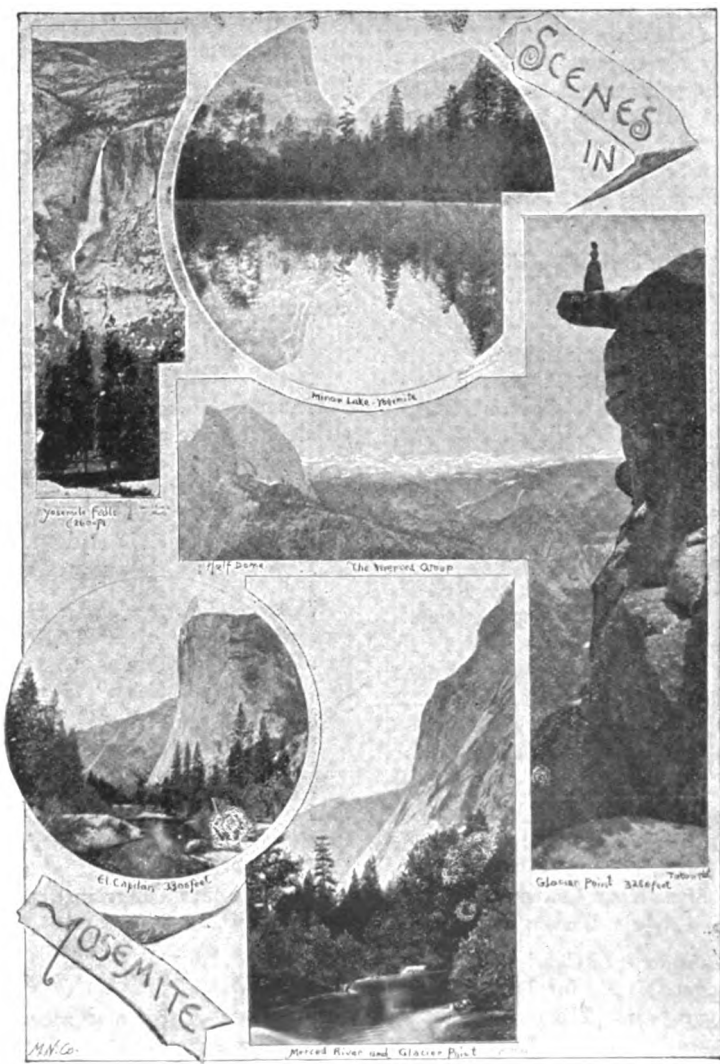
G. W. WILSON,
Gardner, Mass.

WANTED.—Addresses of the following: P. E. Jenkins, telegrapher; last heard from at Oak Harbor, O., in the W. & L. E. Ry. Also, F. C. Hipsch, a telegrapher; last heard from at Merriam Jct., Minn., on the C., St. P. M. & O. Ry.

J. P. CLAY,
Finleyville, Pa.

FOR SALE.—A good three-wheel hand car. Address,
A. SOUDER,
Vermillion, Ind.





Courtesy Southern Pacific Railroad.

MISCELLANY

SMITHY'S DOG.

"SMITHY" was the operator and lineman for the Postal Telegraph-Cable Company at Barstow. His duty was to attend to the office, and go over the line in case of trouble on the wires. There were no trees along the line on his division to fall over on the wires, and no cold weather to cause contraction. Barstow was only a little desert railroad town of 200 or 300 people, and Smithy's office was away out in the suburbs. Consequently he didn't have much to do, either at home or abroad. He had simply to "hang around" in order to be on hand in case he was wanted for wire testing, etc., etc. He was all by himself, and very naturally the long hours of the hot summer days wore away with somewhat of a drag to poor Smithy, who, although he was getting quite accustomed to desert life, would have much preferred being most anywhere else except in the measly little town of Barstow, where there were just enough people to know everybody's else business except their own, and to always be gossiping about their neighbors; and still not enough people to afford any amusement. But the wages were good and the work light, and these were the two things which, above all, Smithy valued more than climate, location, associates or anything else.

He didn't want to get married, and as he was a homely creature, and not much of a ladies' man anyway, it is not at all likely that such a wish would have met with any act of realization had he ever entertained it.

So Smithy decided to get a dog for a companion. He searched the town and the immediate vicinity over for a canine, but could find nothing that suited his fancy. There were plenty of mongrels and spaniels and shepherd dogs and all that, but Smithy wanted a bull terrier. One day when he was out on the line he chanced to

stop at a bridge outfit, the foreman of which had, among his various articles of collection, a small white bull terrier pup, with a stub of a tail about four inches long, which immediately struck Smithy as being the very object of his long search. The owner didn't have any particular use for him, as he wasn't good for anything on earth, and the only point of intelligence he seemed to have was that he never failed to be on hand at meal time. Therefore, a bargain was easily arrived at and Smithy carried away the dog into captivity. He named him "Bill Sykes," and on reaching home, at once set in to teaching him all sorts of tricks, useful as well as comical. Bill proved a very apt pupil and was soon able to assist his master in many ways; such as fetching his hat or shoes, shutting the door, bringing a stick of wood for the office stove, going to the postoffice for the mail, and on certain occasions when Smithy did not care to venture out, to deliver a message, etc., etc. And what time he was not performing some of these errands for his master, he was usually sitting up on his hind legs in the corner catching peanuts which Smithy threw him from across the room. He never failed to let his master know when it was time to go to his meals (not that there was any likelihood of Smithy overlooking such an essential function of his daily pursuits), and he made it an objective point each morning to see that he woke from his pleasant dreams just as the first grey streaks of dawn came peeping through the shutters. This was a little earlier than the easy-going operator really cared to arouse himself from peaceful reveries and leave his downy couch to enter into the sad realities of another long day of social vicissitudes; so he adopted the idea of closing the blinds so that the dog could not see when the daylight begun to appear. He had no blinds, of course, on the win-

dows; it was a long time yet till pay-day, and if there was any one thing on earth that Smithy hated to do more than another, it was to ask for credit at the one little grocery and notion store in town. So he took a blanket from his bed (it was in the middle of July and he could well spare it), and hung it over the window, and stopped all the cracks in the wall with strips of cloth manufactured from some castaway shirts, and went to bed chuckling to himself over his strategy in fooling the poor dumb brute, and thinking how nice it was to be able to snooze away till 9 or 10 in the

to the sounder; and when he was not occupied with some of the tricks Smithy had taught him, or curled up in his master's lap for a quiet nap, this was his favorite pastime. When his master was working with the wires Bill always watched him with the closest scrutiny, looking first at his master and then at the instrument, and noting every move that was made as closely as a child.

One day when Smithy was sitting in his usual attitude in a broad, comfortable office chair, with his prominent feet leisurely distributed upon the table, reading an ap-



"BILL SYKES ANSWERING UP."

morning without being bothered, provided the instrument did not require his attention before that hour, which, in Smithy's case, it rarely ever did. But evidently Bill Sykes had a different and more substantial method of computing time, for the next morning at the usual hour Smithy felt the soft pat of Bill's paw on his bare cheek.

Bill seemed always to take great interest in telegraphing, and his greatest pleasure was to get upon the table and nestle down among the instruments with his nose close

parently interesting article in *Munsey's*, the signal "B" suddenly began to sound. Smithy paid no attention, as he silently decided that it could be nothing of so great importance that it could not wait a few minutes, and he wanted to finish the article he was reading. Bill Sykes sagely rose from his habitual couch among the instruments, and listened closely to the click of the sounder for a moment, then jumping from the table, ran to his master, and perching himself in the latter's lap, gave a little

whine, and rising on his hind legs, licked his face in a coaxing manner. As it was not dinner time, Smithy wondered what the dog wanted. He didn't put himself to any trouble, however, to find out, but gently pushed him off on the floor and resumed his reading. Bill jumped back on the table and again closely eyed the clicking instrument for a moment, and then ran again to his master, only to be again spilt upon the hard floor. Smithy didn't intend to answer till he had finished his reading. He wondered what in the world ailed the dog. Bill, not being able to make his master understand, walked ruefully away and laid down in the corner. But a moment later he rose again and coming to his master's side, sat down on his hind feet, and casting an intelligent look on the floor in front of him, seemed to give himself up to deep thought. For a moment he stood thus, and then, suddenly, as though a brilliant idea had entered his head, he made a single bound and landed among the telegraph instruments on the table. Smithy looked over the top of his magazine to see what the dog was up to. Bill, first with a knowing look toward his master, and then to the mystic sounding instrument before him, quickly took his right foot and pushed open the key of the clicking instrument; and then, to the great astonishment of his master, he placed his foot on the lever, and Smithy heard the answering signal, "I, I, 'B,'" as plainly as it could have been made by any operator that ever dipped the quill into an ink well.

Smithy was dumbfounded. He threw down the magazine and copied the message that Los Angeles, after hearing the proper answering signal, was firing away at him. Bill Sykes walked quietly away and laid down in the corner apparently perfectly satisfied. And, though very indignant at having been obliged to dispense with the reading of the article in the magazine before finishing, Smithy did not offer the intelligent, quick-witted canine a word of rebuke for having interrupted him, but, on the contrary, he patted him on the head and silently swore that no sum of money, no matter how large, could ever induce him to part company with Bill Sykes. And he at once announced his intentions of teaching

him to send and receive, and to handle the lightning like any other full-fledged operator, and began immediately with unrelinquishing energy, and was having very good success; but poor Bill Sykes, he had but one fault and that proved his downfall. A week later, while snooping stealthily out of one of his neighbors' chicken coops, with one of the fattest fowls in the whole collection in his mouth, he received a load of buck-shot in his hindquarters which sent him, to the great sorrow of his bereaved master, to an untimely grave.

By JOHN SMITH.

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BRO. JAMES J. O'QUINN, a member of Missouri Pacific System, Division No. 31, now located at Pollock, La., has recently been elected Clerk of Grant Parish. It is gratifying to see our members recognized by the citizens where

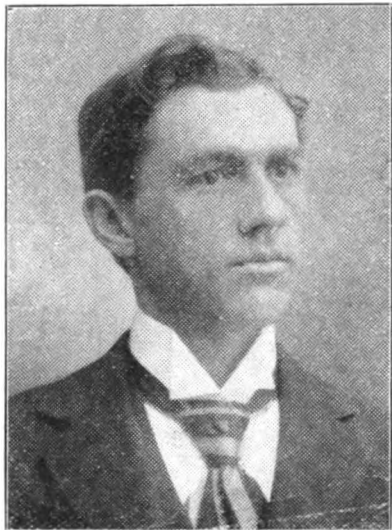


JAMES J. O'QUINN.

they are located. Bro. O'Quinn was born in Texas and lived on the farm until 18 years of age, afterwards learning telegraphy. He commenced his railroad career with the St. Louis, Iron Mountain and Southern Railway, afterwards was book-keeper for one of the largest saw-mill plants in Arkansas. He now has a position with

the Big Creek Lumber Company, of Pollock, La., as bookkeeper. Bro. O'Quinn has been a successful man in every position that he has occupied, and it is safe to say that he will fill the position to which he has been elected, with satisfaction to the good people of the parish.

At a municipal election held in Dowagiac, Mich., on the second day of April, Brother



BERT R. THOMAS.

Thomas, the subject of the above sketch, an attached member of the Grand Division, was elected City Clerk by a large majority.

OVER CAPITALIZATION OF ENGLISH RAILWAYS.

THE railroad men of England have much of which to complain in wage matters. They are beginning to make known their complaints in a vigorous manner, and through organization hope to find some relief.

The Railway Review, an able champion of railway employees, says:

"We have received this week a report of the Commissioner of Government Railways for the year ending June 30, 1899. It is a most elaborate and instructive document, and confirms what we have long stated as to over-capitalization of British railways. The real reason why wages are

so low in this country is because of the tribute which has been exacted in the past by the landlords, and the unscrupulous manipulators of the stock and share markets. The Queensland railways cost £6,800 per mile, those in the United Kingdom stand at a capital cost of over £50,000 per mile. In Queensland there is one mile of railway to every 185 inhabitants, in Britain one to every 1,856 inhabitants, yet the earnings per head of the people are larger in Queensland than in the United Kingdom. The chief fact, however, in which we are interested is that as in America so in Australia, the wages are considerably higher than in England. Porters (freight handlers) in Queensland are paid 5s. and 6s. per day, platelayers (trackmen) 6s. and 7s. per day, laborers 7s. and 7s. 6d. per day, firemen 7s. per day, drivers (engineers) 9s. per day, guards 8s. per day, and the other grades in proportion. These figures give point to the facts mentioned in another column, and we hope they will be weighed well by railwaymen in their efforts to obtain better conditions at home."

A. F. OF L. PLATFORM.

1. Compulsory education.
2. Direct legislation, through the initiative and referendum.
3. A legal workday of not more than eight hours.
4. Sanitary inspection of workshops, mine and home.
5. Liability of employer for injury to health, body and life.
6. The abolition of the contract system in all public work.
7. The abolition of the sweating system.
8. The municipal ownership of street cars, waterworks, gas and electric plants for the public distribution of heat, light and power.
9. The nationalization of telegraphs, telephones, railways and mines.
10. The abolition of the monopoly system of landholding and the substitution thereof of a title of occupancy only.
11. The repeal of all conspiracy and penal laws affecting seamen and other workmen incorporated in the Federal and State laws of the United States.

REEDER'S GRAND VIEW.

'Twas while working at Rich Mountain,
 On the Port Arthur Route,
 In the mountainous part of Arkansas,
 As you all know, no doubt.
 The agent and I, one Sabbath morn,
 Started out for a little walk,
 Laughing and chatting as we strolled along,
 With our ever-familiar talk.

It was in the winter month of March,
 But the sun was scorching hot;
 We climbed up the side of the mountain.
 Until we reached the top.
 The road that led up the mountain side
 Was a rough and rocky one,
 Which made us tired and weary
 On account of the scorching sun.

So we stopped on the side of the mountain,
 Where the wind could gently blow
 In what's known as "Reeder's Grand View,"
 Where we could see the valley below.

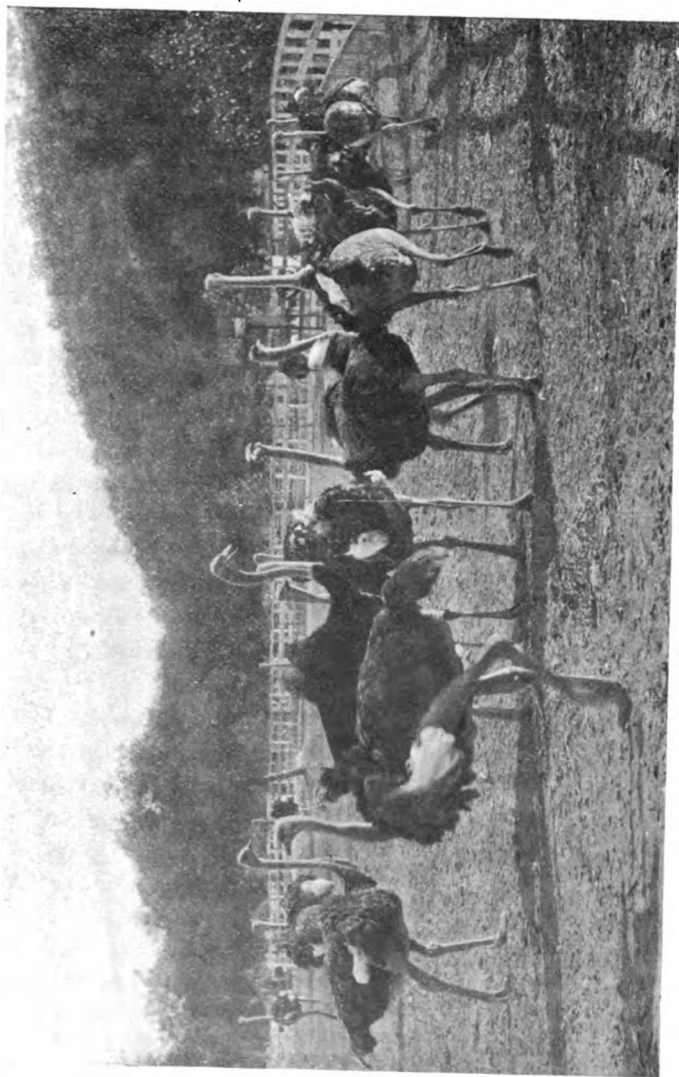
From where we stood on the mountain side,
 In the gentle soothing breeze,
 The valley below us was beautiful,
 Seen through the top of the trees.

At last we reached the mountain top,
 Where stands a large hotel,
 Unoccupied at present,
 And all winter months as well;
 But which opens up when summer comes,
 And where tourists hold full sway,
 And hunt and fish along mountain streams
 Thro'out the long, hot summer's day.

At last, tired and weary with wandering,
 We started down the hill,
 Stopping only now and then to sip
 Of the pretty mountain rill.
 We reached the station just in time
 For dinner good and hot,
 Which we ate with relish as we talked
 Of our tramp upon the mountain top.



Photo by H. O. Banta, who holds the camera string in his left hand, resting on Agent E. D. Hoban.



OSTRICH FARM, PASADENA, CAL.
Courtesy Southern Pacific Railroad.

Woman's World

FROM WEST VIRGINIA.

IF NAPOLEON had not possessed a united, organized army when he crossed the Alps, he would not have reached beautiful Italy. If the American colonists had not united to fight for freedom, there would now be no United States of America. Even the little country school-boy, who is a student of history, is familiar with this fact. During our childhood days we read in Æsop's Fables about the old man, his sons, and the bundle of sticks bound together, which could not be broken unless each stick was taken separately.

"In union there is strength." If we read or reflect, we see hundreds of instances which prove this truth, though it is one which needs no proving. It would insult any telegraph operator, I am sure, if one should ask him if he knew that union gives strength, yet a large number of them act as if this truth were unknown to them. They refuse to become members of an organization which they know is the only means of deliverance from their oppressed condition. It is a mystery beyond comprehension to me why this is so. If telegraph operators were a wealthy class of people, or if railroad corporations acted as if they possessed souls, there would be no need of an O. R. T., and the telegraphers would be free men. As it is, they are slaves, and a great many of them refuse to win freedom. Even the operators who do not need the assistance of the O. R. T. (and they are few and far between) should become members from principle and for the sake of helping others. They cannot hurt themselves by joining, and they would benefit a large number of others. If uniting with the O. R. T. cost a large sum of money, or if it involved a great sacrifice, matters would be different.

I should like very much to know how the telegraph operators expect to better their condition without joining the Order. If they know an easier or more direct route, I wish they would give us the benefit of it. They all surely cannot expect to go through a series of promotions until they finally become railroad managers and owners. O, brothers, I know and you know that the O. R. T. is the only way out of the difficulty. You say that one more member would not add much, and that if all the others would become members, you would, too. How is it that the engineers and conductors formed their brotherhoods? Are you a less intelligent class of men than they? How is it in time of war when you offer your services to your country? When you are all on fire with patriotism, do you stop to think of how many others will respond? No; you only know that your country needs you, and you are willing to do or die. Brothers, it is not the voice of your country calling you now, but a voice from out your own home. If you reject the O. R. T., you will soon become so ground down to the earth by the railroad companies that you will become deaf to the wails of your starving wife and babies, for I firmly believe that if you do not assert your independence now, it will finally come to that.

If the ways of the O. R. T. were secret or underhand, matters would be different. You would have a reason for holding back. But it is all as clear as the sun in the heavens at noon. If all the operators were members, the O. R. T. would be equal in strength to the railroad corporation. That is true beyond question, so why delay? All you have to do is to become consistent members of the Order and demand your rights in a body. With a solid O. R. T.

army, the victory would be yours without a struggle, and the time would be now.

Three cheers for the O. R. T. and the Southern Railway telegraphers! Right here I wish to add parenthetically that I wish I could shake the hand of Bro. Ford, of the Southern. I don't know which hand it was—right or left—but I wish to grasp *the* one.


The year has set in auspiciously for the telegraph operators. The great wave of O. R. T.-ism which is sweeping the country means something better. Hasten, brothers, and put your shoulders to the wheel. Help to eradicate the great evil which has threatened your liberty for so long.

O, that I had the matchless language of a Plato at my command—Plato, whose “speech was as sweet as the songs of the cicadas in the trees above his head”—or the fiery eloquence of a Patrick Henry, so that I could stir the very depths of your souls and cause you to put forth all the strength of your beings in this great struggle of right against wrong! Be men! Go forth in the splendor of your manhood and triumph over this great evil! The prayers and blessings of your loved ones will follow you ever, and future generations will reverence your names.

“Thrice armed is he who hath his quarrel
just
But naked he, though clothed in steel,
whose conscience is corrupt.”

VAUGHAN.

THE LIMITATIONS OF WOMAN'S USEFULNESS.

RS. CLARENCE BURNS, ex-President of the Woman's West Side Republican Club of New York, in speaking of her experiences in public and philanthropic work, says:

“No woman can be long in public life without finding out how she is limited, and her usefulness circumscribed by the lack of the ballot. I am not an active suffragist, but I can understand why women need the suffrage and how it would strengthen every cause in which they are interested.

“I speak from experience. I went into public and philanthropic work absolutely opposed to the idea of suffrage for women. I could not see how a woman of refinement could want to vote. I thought men could and would do everything necessary.


“I have found my mistake. Again and again I have seen the bills we were working for thrown out because only women, voteless women, were advocating them. Women before Legislatures are treated with the utmost courtesy. Men are too wise now to show them the contempt of former years. But, with charming politeness and the most deferential manner imaginable, they kill the bill for which women have worked hard and long.

“They would not do it if women had votes. They would consider long and seriously before alienating 100,000 women with ballots in their hands.

“Women have to find these things out gradually. They may have to learn them by experience, as I did. I am thoroughly convinced that no woman can be long in public work without finding out that a great many of the things she wants can be reached only through the ballot.”

CATHARINE WAUGH McCULLOCH.

O. R. T. AND THE HOME.

IN CONNECTION with the recent honest struggles for victory by the O. R. T., attended, as they have been, by such marked successes, much has been written and much more has been thought of, regarding the ultimate benefits to be derived and the influences exerted by such victories. It has been viewed in the light of finance, and adequate compensation for services rendered. Some have written regarding hours of service, less of drudgery and more of needed regular rest. Some have written about the seniority clause, with its encouragement for fitting one's self for a higher step, with the assurance of being permitted to take that step. And now, after each item of interest has, in its turn, been dealt with, allow me to speak of the balmy breeze which has been stirred by a combination of these influences, it is in the home.

To the railroad man this is one word in the English language which has had little or no meaning. It is a word which is associated with his boyhood days and which calls to mind many tender memories, but which has no reality for him.

What has home meant to the operator who has had no time for it? What meant the meal hour, when "can you eat in twenty minutes" rang through his mind every moment he was away? What did home mean in the evening hour when the 8:30 train demanded his attention, and then, when asking to be excused, to hear the dispatcher say, "You may go until 11:30, but we may need you for the midnight freight"? What has it meant on the Sabbath day for rest or recreation? What has home meant to the operator's wife all these years? Nothing but a bundle of incompleteness. She has learned either to stay at home or go without him. She has learned to hustle the meal on the table at the sound of his footsteps, nor did she dare to claim one moment of his precious time.

The ideal home is the embodiment of love, freedom, refinement, peace and good will. It cultivates man's better nature. It calms the sea of adversity; it steers life's bark from many a whirlpool of evil tendency, and is a haven of comfort in billows of sorrow. It is the one loved spot of childhood's hours and in early manhood's years, stands out before his recollection as bright forget-me-nots in memory's garden. It is a precious gift, intended for earth's children all, but by "man's inhumanity to man," is gained by few. But thanks to the O. R. T., a brighter day has dawned for the telegraph operator, and life is now more worth the living.

It has been said that the railroad man cares not for home. I cannot think it true. Behind the seeming crusty exterior, in the deep still chambers of the heart, there rests that longing desire for the sacred quietude of home. A place into which the hardships of life cannot enter. A place where business cares and responsibilities can be laid aside. A place where, unmolested, heart may speak with heart, and where the tumult and strife of business affairs give place to quietness and peace. The telegraph

operator of to-day may have a home where he may spend his evenings with family and friends. He can have more of life's sweetness with the bitter. He has the opportunity of reading the current literature of the day, to be able to carry on an intelligent conversation with his neighbor regarding the questions which concern the country's good, and become not only a nobler man, but a greater ornament to this land of ours, of which we individually form a part.

The operator to-day may, with more fairness, be called a man of ability. He has a chance for mental and social development, which renders him more capable in the service of his employer, more of influence in relations with his fellow man, and more of a satisfaction to himself.

Long live the O. R. T. Long flourish those principles of right upon which it is builded, and may its influence be felt ever more strongly in the office, in business life and in the home.

W. A. P.

A WOMAN PURCHASING AGENT.

IT is well known that many city women earn comfortable incomes as shoppers for women who live in localities where the shopping facilities are meager, but the shopping of no other "purchasing agent" covers as wide a range as that of Mrs. M. T. Reed, of Chicago. Mrs. Reed buys everything, from gingham aprons to locomotives. In fact, the latter and all other railroad equipments have now become her specialty. She has recently been appointed purchasing agent of the new Pacific & Northern Idaho Railroad, and has already purchased many tons of railway machinery, steel rails and other railroad appurtenances. She has not yet relinquished her regular shopping business, but says it is easier to buy a locomotive than a new spring bonnet. She is the only woman on record who goes "shopping" in steel works and machine shops, but is very fond of the work, and has proved that it can be done with eminent success by a woman. Mrs. Reed has been a business woman just one year.—*Leslie's Weekly*.

FEARLESS WOMEN OF ARIZONA.

ARIZONA is full of progressive women. There are women ranchers, vaqueros, bank cashiers, stable keepers and butchers. The latest acquisition to the list is Miss Sarah M. Burks, twenty-five years old. She carries the United States mail over the star route from St. Johns to Jimtown, making the trip twice a week. The distance is fifty-two miles. The road is said to be desolate. What streams there are are poisoned with alkali, and the dreariness of the country is shown by the fact that no vegetation can grow there, and only the Indians are ever seen along the trail. Miss Burks makes her trips alone, as a rule, and fears not, for she is a fatalist, and says that death will not come until its appointed hour. She is a crack shot, and always goes armed. She rode over the perilous route first in 1898, when her father, who was then mail carrier, was ill.

DICTIONARY GIRLS.

A disagreeable girl.....Annie Mosity
 A sweet girl.....Carrie Mell
 A big-hearted girl.....Jenny Rosity
 A smooth girl.....Amelia Rate
 A clear case of a girl.....E. Lucy Date
 A geometric girl.....Polly Gon
 A not orthodox girl.....Hettie Rodox
 A rich girl.....Mary Gold
 A nice girl.....Ella Gant
 A flower girl.....Rhoda Dendson
 A musical girl.....Sarah Nade
 A profound girl.....Metta Physics
 A star girl.....Meta Oric
 A clinging girl.....Jessie Mine
 A nervous girl.....Hester Ical
 A muscular girl.....Callie Sthenics
 A lively girl.....Annie Mation
 An uncertain girl.....Eva Nescent
 A sad girl.....Ella G.
 A great big girl.....Ella Phant
 A warlike girl.....Millie Tary

—*Boston Herald.*



SURF BATHING AT SANTA MONICA, CAL.
 Courtesy Southern Pacific Railroad.

Poetical

Comfort.

One by one World's harms are smitten;
One by one its ripe wrongs fall.
One by one are carved and written
Man's sure triumph over all.
One by one the desert places
Grow with green, and gush with light.
One by one God's finger traces
Moons and stars across the night.

One by one the cruel fetters
Of the tyrant flesh slide off;
One by one we learn the letters
Of the alphabet of love.
One by one the proper pretense
Of usurping falsehoods die;
One by one new recompenses
Fill our void up in the sky.

One by one our days of weaning
From things earthly go toward
Gorgeous harvest days of gleanings
In the full tracts of the Lord.
One by one the needs and gnawings
Of old hungers fail and pass;
One by one the Heaven's dear straws
Bless our fields of barren grass.

Spite of weary months of sorrow,
Spite of long and laden years,
Bitter waitings for the morrow
Wherein lieth joy for tears;
Spite of tired hearts plowed with trouble,
Spite of blighting, and of blame,
Spite of wastes of stones and stubble,
Spite of paths of woe and shame

Spite of whatsoever evils
Make the sacred places foul,
Spite of whatsoever devils
Dog the footsteps of the soul.
Though the earth be still unshriven,
Though the years seem still undone,
Yet shall all, save man and Heaven,
Pass and perish, one by one.

—Richard Realf.

Nature's Nobility.

Room for a noble man to pass!
Not in rich robes nor trappings gay!
No fop tricked out before the glass!
But, clad in sober grey,
A nobleman in heart is he,
With mind for his nobility.

His crest—a soul in virtue strong;
His arms—a heart with candor bright,
Which gold bribes not to what is wrong.
Nor blinds to what is right;
The patent of his courtly race—
Beheld it in his open face.

He cringes not on those above,
Nor tramples on the worm below;
Misfortunes cannot cool his love,
Nor flattery make it grow;
Staunch to his friends in woe or weal,
As is the magnet to the steel.

He envies not the deepest sage;
He scoffs not at the meanest wight;
And all the war that he doth wage
Is in the cause of right;
For broad estate, and waving land,
He has the poor man's willing hand.

Room for a lord, ye truckling crew,
Who round earth's great ones fawn and wind,
Fall back! and gaze on something new;
A lord, at least in mind;—
That bravest work in Nature's plan,—
An upright, independent man.

Anon.

Real Life.

To sweat, to work, to strive,
To expend energy with the swing of the arm,
The stamp of the foot,
To use the brain to further human thought,
To work out giant problems—
To do all these things
Is to live!

James Oppenheim, in *New York Sun*.

The Drummer.

A blood red battle sunset stains
 The lurid winter sky;
 What spirit stirs within our veins
 And lifts our hearts so high;
 Gives youth no peace, gives age no sleep,
 For listening to the roll
 Of the smitten parchment sounding deep
 Its tocsin to the soul:

Rataplan!

Its rolling rhythmic, rude alarm to the listening
 soul.

For yester noon the folk that rid
 Their thresholds from the snow
 Saw through the still streets crmine hid
 The dwarfish Drummer go—
 A war-worn ancient travel-stained,
 Beating a weird tatoo,
 Whose cunning lilt its hearers chained
 And caught them, ere they knew;
 Rataplan!
 That straight they sprang from shop and stall,
 and followed ere they knew.

For here the bear-eyed smith forsook
 His forge fire just aflame,
 And from his leathern apron shook
 The cinders as he came.
 He left his clinking anvil dumb
 On noisier business bound,
 Shrill treble to the booming drum
 His mighty blows resound:

Rataplan!

The clashing, clanging music of his mighty blows
 resound.

And there unwonted ardor lit
 The trader's wrinkled face,
 Till wondering neighbors saw him quit
 The crowded market place;
 The tinkle of the gathered pence
 Forgotten, as he heard,
 Athwart the rending veil of sense,
 The tambour's master word;

Rataplan!

In sudden stern staccato, the drum's imperious
 word.

Ere the slow priest his blessing said
 The bridegroom left the bride,
 The mourner left the cherished dead
 His love had watched beside.
 Pressed close and fast through lane and street
 The ever-thickening throng;
 All stepping, tripling measured beat
 That marshalled them along;

Rataplan!

The teasing, tripling measure that led their lines
 along.

Red sunset shot with sanguine stains,
 A sword across the sky;

What sacred fever swells our veins
 And lifts our hearts so high;
 Gives youth no peace gives age no rest
 That hears the throbbing roll
 That knocks so hard against the breast
 And shakes the hidden soul:

Rataplan!

That strikes the heart within the breast and
 wakes the sleeping soul.

—Edward Sydney Tylee, in *Spectator*.

The Station Despair.

We must trust the Conductor, most surely;
 Why, millions and millions before
 Have made this same journey securely.
 And come to that ultimate shore.
 And we, we will reach it in season;
 And ah, what a welcome is there!
 Reflect, then, how out of all reason
 To stop at the station Despair.

Aye, midnights and many a potion
 Of little black water have we,
 As we journey from ocean to ocean,
 From sea unto ultimate sea,
 To that deep sea of seas, and all silence
 Of passion, concern, and of care—
 That vast sea of Eden-set islands,
 Don't stop at the station Despair!

Go forward, whatever may follow;
 Go forward, friend-led or alone,
 Ah me, to leap off in some hollow
 Or fen, in the night and unknown—
 Leap off like a thief; try to hide you
 From angels, all waiting you there!
 Go forward! Whatever betide you,
 Don't stop at the station Despair!

Joaquin Miller.

Pure Contrariness.

If druggists sunbeams could distil,
 And bottle up ozone,
 Oh, how each soul of ache or ill
 Would strive those wares to own!
 But, such a foolish race are we,
 And sluggish in our wit,
 That, since these precious things are free,
 We prize them not a bit.

If cheerfulness were held on sale,
 And smiles dispensed for gold,
 Oh, how we'd throng the huckster's rail
 Where they were daily sold!
 But since they're ours if we but choose,
 We pass them, scowling, by,
 And rather such cheap things to use,
 Unhappy live and die!

Ripley D. Saunders.

FACE-TIOUS

Hot Little Man.

"I was on a chair car in Texas a few nights ago 'tothér side of San Antonio," said a New Orleans business man, "when a typical frontier to gh got aboard. He was a little chap, but powerfully built, and about half drunk. As soon as he came in he drew a revolver that looked as big as a stove-pipe, and bawled out: 'I'm the hottest man this side of El Paso. I can lick any galoot on the train.' There were some ladies at the far end of the car, and a good looking man, who was with them, half rose as if to put a stop to the disturbance. He reconsidered the enterprise, however, and sent for the conductor instead. Meanwhile the wandering eyes of the stranger lit on the head rests of the chairs, which were rounded, padded disks about a foot across. Naturally they were suggestive of targets, and he proceeded to draw a bead on several. The occupants promptly sought seclusion under the seats, greatly to the edification of the bad man with the gun. 'Wow! wow,' he roared. 'I'm the hottest gent in Texas. Watch me plug that feller in the heel!' The passenger referred to crawled hastily into the wood box, and, to tell the truth, we were all in a state of pitiable funk. Just then the conductor came walking briskly in. He, too, was a little fellow, but he had a voice like a megaphone. 'Where's that bad man?' he boomed. We held our breaths and looked for a tragedy instantar. 'Here I am,' yelled the chap. 'Yow! I'm the hottest—'. 'Yes, I heard about that,' said the conductor, walking right up to him, 'gimme that gun.' To my amazement the stranger permitted him to take it without the least resistance. 'Now, look here,' the conductor went on, 'you're too warm for this car. We've got a stove here, and you make it unpleasant. So you get right out on that platform, blast your eyes, and stay there until you lose some of your heat.' The hot man meekly allowed himself to be propelled through the door, and stayed out on the platform all the rest

of the trip. The men inside looked at each other rather sheepishly, and I asked the conductor confidentially how he dared take such chances. 'Oh! there wasn't any risk,' he said. 'I had the fellow sized up. If he had been somebody else I might have acted differently. One of the first things you've got to learn in this business is how to tell a bluffer.'"—*New Orleans Times-Democrat*.

Proud of His Labels.

A distangy-looking young man boarded a Fourteenth street car at Massachusetts avenue the other night. He was carrying a leather suit case. Pasted all over the suit case were labels indicating much foreign travel—steamer pasters slapped on at Dieppe, Havre, Ostend, Bremen, Cherbourg, Liverpool, Yarmouth, Naples, and railroad labels that bore the names of all lines all the way from Constantinople to St. Petersburg. The young man of distangy appearance put the suit case down between his legs, and all the people in the seats opposite began a fascinated sort of inspection of the labels. A stout man with several of the component parts of a jag, who sat next to the young man, seemed to regard the labels with particular interest. He stooped over and deciphered them carefully and elaborately, and then he looked up at the owner of the suit case with a leer.

"Been around right smart, hain't you, podner?" he inquired.

The young man regarded him with a smile.

"Never been farther away from Washington than New York in my life," he replied, without any hesitation whatsoever. "I got that whole bunch of labels for 50 cents at a little money exchanging joint down near the Battery, in New York. Hot scheme, isn't it?"

The frankness of the statement so dazed several of the passengers who overheard it, that they got off at the wrong theater.—*Washington Post*.

Passed.

Good puns are so rare that the *Columbus Dispatch* is entitled to thanks for recording an Eastern railroad man's story of one of his brakemen who, for special service rendered to the road, was granted a month's vacation.

"He had never been West," said the superintendent, "so he decided to take a trip to the Rocky Mountains. We furnished him with passes.

"The man went to Denver, and there met a number of his friends at work on one of the Western roads. They entertained him, and when he went away made him a present of a goat.

"Our man was at a loss to know how to get the animal home with him, as the express charges to New York were very heavy. After puzzling for some time, he made out a shipping tag and tied it to the horns of the goat. Then he presented the animal at the office of the stock-car line.

"The tag created a good deal of interest among the stockmen, and they sent for the manager of the company. This was the inscription which he found on the tag:

"PLEASE PASS THE BUTTER.

James R. McKenna,
Brakeman,

R. R.,

New York."

"A most unusual thing," said the manager. Then he burst out laughing. "All right," he said, 'pass the butter.' "

Soaked the Showman.

A showman was making great noise at the front of the exhibition of "wonders" he had on show. A man standing in the crowd, with a little dog beside him, cried out:

"I'll bet you a quid you can't let me see a lion."

"Done!" said the showman eagerly. "Put down your money."

The man placed a sovereign in the hand of a bystander, and the showman did the same.

"Now walk this way," said the showman, and I'll soon convince you. There!" said he triumphantly. "Look in that corner at the beautiful Numidian lion."

"I don't see any," responded the other. "What's the matter with you?" asked the showman.

"I'm blind," was the reply, and in a few minutes the blind man pocketed the two sovereigns and went away.—*London Answers.*

Outwitted By His Wife.

A commercial traveler, whose wife is one of those women who borrow trouble indiscriminately, had occasion to make a trip East recently.

His wife was very anxious about him and felt certain that he would fall a victim to smallpox, which was reported to be prevalent in the city to which he was going. She begged him to carry a little lump of asafetida in his pocket to ward off contagion.

Naturally he objected and positively refused to be made the permanent abode of such a persistent odor.

When he came home from his trip he said to his wife:

"It is wonderful, the power of the imagination. Why, don't you know I imagined that I smelled asafetida the whole time I was gone?"

"It wasn't imagination at all," quietly replied the wily little woman. "I sewed a bit of asafetida in the corner of your coat before you went away!"—*Memphis Scimitar.*

"Sweet Sammy."

A little four-year-old boy was bad the other day, and his mother said: "Sammy, why don't you be good?" "Cause I'm afraid," was the prompt reply. "What are you afraid of?" "Good little boys get to be angels, and I don't want to be an angel and have to wear feeders like a hen."—*Philadelphia Times.*

Explanatory.

Lady—I gave you money yesterday because you said you wanted to buy some bread; then you turned right straight around and walked into a saloon with it.

Beggar—True, lady; sad, but true! I am one uv dem absent-minded beggars w'ot Ruddy Kipling sobs about.—*Judge.*

Our Correspondents

SCIENCE, ART AND TRUTH.

JOSE GROS.

ONE of the most curious developments of modern life is the perverse tendency of some men to attack social wrongs, wrongs exhibiting general habits of thought or action impairing the happiness of all, undermining the manhood of all, more or less. In order to do that with some effect, those perverse agitators, demagogues, or whatever we may see fit to call them, must look under the surface of all social phenomena, and discover what is going on there which is ugly, repulsive, immoral, despicable or mean, and so what is dark, somber, lugubrious, hiding itself, as much as possible, from the splendors of God's universe, from the plenitudes of God's beauty and light. All the forces of a polished progress are naturally bent upon hiding what is wrong among us, and justify it when we cannot hide it. And how beautiful life would be without any agitators and demagogues! Why is it that God or Nature allows such men to exist? They come to disturb our slumbers. They come, the vile fellows, to break the peace, of narcotized consciences, of fossilized souls of petrified minds. Such agitators are like the animals which live underground, reveling in darkness and filth, hating all beauty and all truth. That has been the verdict of humanity thus far. That is what brought the crucifixion of the "*Sinless One*" nineteen centuries ago, the most disgraceful murder of that grand, glorious humanity of ours.

But we were forgetting all about science, art and truth. Has humanity anything to do with these three concepts? Has progress or civilization any high duties towards them? That shall depend on our definition of truth, art and science. Let us try our hand in that direction, although we are bound to make a dreadful job out of it,

since the writer is one of those pestilential agitators, the curse of modern progress. We suggest as follows:

"Science is the classification of facts and ideas illustrating truth." "Art is the realization of truth by the acceptance of all the facts and sound concepts in the order of Nature, the order of God." "Truth is the emblem of all beauty, physical and moral. The two are just as interdependent as the two sides of a blade of grass."

The above definition of truth antagonizes the religious philosophy of all times, ours included, but it can hardly be proved, we imagine, that it antagonizes the moral and ethical teachings of Jesus. Was not Jesus himself the realization of all beauty as a man? And if from Him as a man we rise to the Father of whom He often spoke, declaring Himself one with Him, what natural conceptions should we have of that Father, the Power behind all phenomena, if this universe of ours has any logic in itself? That Power, that Father, that God must be the scientist of the infinite, the artist of time eternal.

Even among the choicest men and women everywhere, the most exemplary in all their personal conduct and dealings, the most pious, devout, tender, affectionate, generous, bright, intelligent and noble, even among them truth is "Something that must co-exist with error and wrong, with iniquity and sin, with evil in forms the most criminal, with meanness and degradation by wholesale, and manifestations the most repulsive." That is simply implied, seldom openly stated.

The writer's definition of truth means, not its co-existence with sin, but the suppression of sin and, hence, the supremacy of truth, truth realized, since we say that truth is the emblem of beauty, and evil or sin is the repudiation of all beauty. Truth remains in the realm of theory, in dreamland, as long as it is made to co-

exist with evil and wrong for the sake of justifying our own blunders, our own cowardice and greed.

Self justification? That was the greatest sin of all heathen civilizations. That is the greatest sin yet to-day with our Christian progress, or what passes as such. We justify ourselves as long as we shift to to-morrow the supreme duties of to-day. The to-morrow does not belong to us. We may pass away before the to-morrow commences, dawns, appears, with the rising of to-morrow's sun. We justify ourselves when we say: Oh, there is plenty of good among men, we are growing better all the time, or anything similar. Why don't we let the other fellows say that, and say it to our backs, and disclaim it when they say it to us? Have we not yet learned that self-praise means self-condemnation as long as there is a tear to be wiped out, a groan to be converted into a smile, a single imperfect human being into a full symmetrical one, at least as good as any of us?

We have referred to the supreme duties of to-day. What can that mean? To stand to-day by any simple process with which to respect the natural rights of all men and thus rapidly suppress all social injustice. If we fail to do that we stand by all injustice, in forms open or silent, direct or indirect. The latter is just as bad as the former. To even but hint at the idea that because we have considerable good we can afford to neglect our duties to-day in the suppression of to-day's wrongs! What a moral monstrosity! What a repudiation of all beauty, all science, all art! No man or nation could live any twenty-four hours without considerable good with the nation or man. It is the constant mixture of the two elements, right and wrong, truth and falsehood, that plays havoc among us all, just as it is the mixture of clean water and unclean one that makes the former unfit to drink.

All the same we do realize our impotence and the utter hopelessness of our efforts in making humanity any better than it is as long as most men decline to do their share in the improving business, and so fail to stop, once for all, that eternal human job of self justification, eternal in connection with the past. In the meanwhile we

must do our share, regardless of its inutility, if for nothing else because it keeps us fresh and young at the age of seventy, and thus it prevents our mind accumulating rust because, not lying idle in a corner, away from the light of truth, expounded, imperfectly, to be sure, since each one of us is but an atom after all, whirling for a few days around that life terrestrial, with its limitations, because most men insist yet upon living in the dreamland of theoretical truth, and never, it seems, on the full life of truth realized through that science and that art which can have no limitations because coming from "an Infinite Power" somewhere.

The fact is that a certain inexorable alternative lies before every one of us, whether we like it or not. Directly or indirectly, through action or inertia, each one must stand either by the realization of truth, and, hence, by the need of social righteousness, or else by theoretical truth (because of its co-existence with evil) and so by the need of social injustice with which to be constantly manufacturing troubles for every one of us, so that to be perfect through afflictions, that shibboleth or dogma of all religious and Christian sects. That dogma or shibboleth implies the continuation of wrong, unjust, rotten political and industrial systems. Hence, you can notice that with a few rare exceptions, the whole literature, ancient and modern, philosophic or otherwise, scientific or not, secular or religious, believing in God or denying Him, is tainted with the fatalism thus indicated. It is, in fact, an eternal or constant glorification of self, one's class, party, sect, nation, race, period. It has always constituted the last ditch of all despotisms and oppressions, of all aristocracies or oligarchies, of all monarchies, empires or republics, with transient variations, essentially always the same. It follows, then, that so far progress has been a wild dance around a blasphemy, sanctioning social crimes. The men who don't believe in that, what can they do but—sing the opposite song and never justify themselves, or the present progress? And thus are they forced to attack and expose the evils of that progress.

THE REIGN OF CAPITAL.

After thousands of years of historic intellectual and moral development, governmental and industrial organization and material improvement, we find no substantial advancement in the condition of the great mass of mankind. After nineteen centuries under the light of the Golden Rule, after five centuries of planetary expansion adding three-quarters of the globe to the habitable regions of civilized man, after two centuries of the greatest agitation of the rights of man and the most wonderful extension of human dominion over the powers of nature and the application of them to the production of wealth, so that one man may feed a thousand; after all this, want and misery and their consequent physical and moral degradation have not decreased in intensity among the masses of the people, actual liberty has made but little progress, and the reign of capital, wilder yet, and yet more pitiless, still goes on. Irresponsible power still exploits the masses in the only field ever worth its while—the industrial—marshals them in contending hosts, and parcels its spoil, human and other, among its favorites. The barons of commerce and trade and industry still lord it over the people, exacting service, levying tribute, and dispensing judgment of happiness and misery, life and death at pleasure. Their retinues of retainers and conscripts, royal in their multitude, would shame the feudal lords of old, nay, the kings and despots of the most slavish times. As it ever has been, labor is still the drudge of capital ownership, and the common people still but the pawns of irresponsible power.

Three thousand men control over half the wealth of the country—wealth that the kingdoms of the past rolled together would not equal. Think of it, you men who labor, and ponder well what it means. A handful of your fellow creatures with rights no greater than those of any common man, controlling access to one half the people's means of earning a living! standing guard over one half of the producing means of the nation; and this the dominant half, the great monopolized industries, the trusts, the public corporations, that practically have the power to tax at will the other half of our produc-

ing capital and the labor therein employed; and this other half, the subservient half, under the direct ownership and control of another small body of men, a few hundred thousand or so! Think what it means, ye lovers of liberty, who are striving for greater political power for the masses! Think of it, ye philanthropists who are striving for the uplift of humanity! Ponder it well, ye moralists, who would purify and ennoble and broaden the lines of the multitude. The fountain of physical life owned and controlled, legally, lawfully owned and controlled by the few! Millions with no "right" to a foot of the earth except as a few may grant it to them! Millions without even an opportunity to labor except as the few may permit! Millions dependent for food, raiment and shelter upon the artificial "rights" of a handful of their fellows; after that, what meaning or value have these inalienable rights of the constitution, the "right to life, liberty and the pursuit of happiness?" After that, what meaning or value has personal freedom, constitutional authority, political privilege, or moral opportunity? After that, what meaning or value have noble ideals, pure aspirations, or right ambitions? Stand between the multitude and their means of life, deny them the right to justice in material things, and what meaning or value have all these other rights and privileges about which so much sentiment is expended in poetry and eloquence and song? Look at our national condition to-day and see what meaning they have. Individual freedom chained to industrial servitude. Constitutional authority the tool of private capital; political privilege the mockery and shame of the people, and moral opportunity dwarfed and destroyed by material necessities. In the industrial world we find an industrial system which, differing practically in no wise from that of all times past, has developed conditions relatively not better, but worse than ever before in the history of the world. For under greater moral enlightenment, it still reverses every principle of justice, equity and morality. Now, as formerly, it is unprofitable to work. To labor is still the one thing men cannot afford to do. The natural land is still abandoned

for man-made cities. Men crowd to the non-productive occupations. The trade of the parasite is the one most honored and profitable; the trade of the producer, the most despised and unrewarded. Still labor builds the palace and lives in the hovel, still weaves the silk and wears the rags, still produces the food of life and luxury and is forbidden to partake. Still it plows and sows and reaps and still the grain disappears from its grasp. The primal injustice still prevails. Past it the world may not proceed. In every field of social endeavor progress is but as a treadmill until this fundamental wrong is righted. The rights of labor are foundation rights upon which alone social order exists. Evil there is evil everywhere, and conflict there is conflict throughout the realm of organized mankind.

In the political world the same mad carnival of evil therefore prevails that exists in the industrial. In its condition we see the most notable illustration of the truth of our primal law—upon justice in material things must justice in all things else at last depend. Its violation is the fundamental wrong; and no social, political or moral ideals can ever be built upon such a wrong. Evil here is corruption of the fountain, and its waters can never be purified by any application of rights, privileges, duties or ideals further down the stream.

Our attempt to engraft political democracy upon an industrial despotism, to exercise political rights before possessing industrial rights, to inaugurate a just political government before a just industrial government, to make political power responsible to the people and leave industrial power to any irresponsible hand that may be able to grasp it, to have political freedom flow from industrial dependence, has been but to poison good with evil, to expect truth from error, to hope incorruption from corruption. Popular politics is but the political statement of industrial conditions, and in the terms of that statement it is anarchy where it is not already despotism, and corrupting conflict where there is not already foul subjugation. Popular government does not exist. Suffrage is our mockery and shame. The people are practically as powerless to effect

their will in government in any vital matter as are the subjects of the Czar or the Sultan. Capital-ownership rules—rules as it always has done, as it always will do; rules in the hands of the few, by force or by fraud as it necessarily must. With us, as yet it rules by fraud, by indirection, corruption and downright defiance of statutes and constitutions. From hustings to office, all is a wild orgie of deceit, trickery, debauchery and corruption. Parties, platforms, suffrage—are the baubles of the people and keep them amused. Courts, councils, legislatures, congresses and executives, ostensibly from the people, are but the outward show; the real power that governs is the ownership of organized capital. For the ownership of organized capital controls the production and distribution of material things and control of these means control of life, distribution of affluence, competence and poverty.

Rule it must, necessarily and inevitably, by direction or indirection, by force or fraud, if the few are the owners. And when fraud fails, force is ever ready at its hand, and force is to be forthcoming withal. It needs must come. Indirection fails at last. Poverty grows. The army of the defrauded multiplies. The "monster with the many heads" must be controlled, and ownership is marshalling "authority" to enforce the needed control. The signs are many and certain. Constitutions and statutes and court decrees are even now being stealthily and rapidly shaped to that end. Authority already well knows its master. The great labor centers to-day are practically under marshal surveillance. No pretext is left unused to increase the army and navy, to build and equip armories and ordinance plants, to enlarge barracks and to make things safe generally. The means of transportation and communication are under especial charge. Despotic censorship is a living fact. Freedom of speech is already curtailed. The free press no longer exists. Industrial coercion has been joined to fraud, and open force now comes in the train of both. The political must ever come to the level of the industrial. Conflict and despotism in industry means despotism and chaos in government. Imperialism has succeeded democracy. CLINTON BANCROFT.

FROM MANILA.

The worthy brethren in the States need not think for a moment that they control the only railroads in the world, as we have as fine a little railroad over here as you would care to ride on. I will admit that we haven't as good a schedule as some roads have, but we can still live. Neither will I say that the grade of service rendered by the operators here comes up to the highest average. Your Uncle Samuel is the President, pro tem., of this pike, and some of his officers are the power behind the throne. I think a general description of the property will be interesting to most readers of THE RAILROAD TELEGRAPHER.

The road is 196 kilometers (120 American miles) long, the terminals being Manila on Manila Bay, and Dagupan, on the Gulf of Lingayen. The rolling stock is not so prosperous as it might have been, as Bro. Aguinaldo took a notion while he was general manager of the property that there was too much rolling stock, so he ordered a span of the Bamban Bridge removed (and as it wasn't a drawbridge they used dynamite), and they dropped ten locomotives and about seventy cars off the broken span, which being only sixty-five feet high, had the effect of seriously disconnecting the various parts of the locomotives and cars, so that the present board of trustees haven't seen their way clear to have repairs made on this part of the property other than the bridge, which the United States Engineer Corps repaired. There are some very fine bridges along the railroad and the Bamban Bridge was the most expensive of them all, and Senor Aguinaldo evidently overlooked his hand when he thought he could stop the American advance by blowing a span out of the bridge. Several other bridges were destroyed, but none was so hard to repair as the Bamban, on account of the height of it. However, we do moderately well with the stock on hand, which consists of twelve engines and about 150 cars of all classes.

The most amusing part of this road, though, is to see the passengers embark for a trip. They never carry any extra clothes as baggage and they never have on any more than they can help (I would explain more fully only some of the sisters might

be offended), but they have their "cargo," which may consist of a dozen packs of cigarettes, a couple of sacks of rice, a coop of chickens or a pig. Nothing will part them from their "cargo," so they load cigarettes, rice, chickens, pigs, hombres and the rest of the family, including a couple of mangy dogs, into the passenger coaches. You may be able to imagine the result; if you can't, just drop around some morning about 7:30 o'clock, and I will gladly show you how they look.

Oh, ye weary freight agents, here is the Mecca you have longed for. Western classification don't go here. One rate covers the whole affair and they won't handle anything but car-load lots. The carrying capacity of the cars is seven tons for the short cars, and fourteen tons for the long cars. The highest rate is from Manila to Dagupan, and that rate is \$39.85 Mexican.

As I said before our schedule is not the best. The minimum here is \$15.60, and the maximum is \$54, with board, lodging and clothing for all. These are the standard rates of pay throughout the islands, as Uncle Sam is the paymaster. I do not think it would do a bit of good to agitate matters for a better schedule, as we can't strike unless we desire a term in Bilibid or some other military prison, and am sorry to say there are several of the craft now doing time for the most trivial offenses.

To get back to the railroad. All employes of the road, except operators, are civilians, and all get moderately good pay. Engineers get \$125 per month for twenty days, and overtime after they have in twenty days. Firemen get \$80 at the same time. Conductors get \$100 and no overtime. Brakemen, \$75, no overtime; yardmaster, \$75; yardmen, \$60; master mechanic, \$150. Shopmen are all natives and get all the way from 20 cents per day to 75 cents, and they think they are in big luck then.

There are only two men in the dispatcher's office, owing partly to the fact that the Signal Corps are very short on operators and also to the fact that no trains are run at night on this road. Some of the natives here have a penchant for removing rails or other necessary parts of the track, much to the sorrow of the first crew that happens to cross the defect. Road work

is not so pleasant either, as the gugas are continually taking a shot at some of the boys. Really you might call it railroading under difficulties.

On the entire road there are eight registering stations and twenty "OS" stations. Along the entire line of the road I believe I am the only Order man. There are several Order men in good standing over here

in the Corps, but none of them are along the railroad.

Just to say one word here for my old Division of the Northern Pacific. She supplies the maintenance of way engineer, Capt. Mead; two roadmasters, Chas. E. Nathorst and H. M. Coyle, and the chief train dispatcher, myself. This is the Montana Division of the N. P., and I dare say there are

Capt. Sibert

Chief Engineer & Genl. Mgr.

TIME CARD No. 2

Taking Effect 12:01 a. m., Monday, January 1, 1900.

J. J. Haisch

1st Lt. & G. F. A.

R. W. Mearns

1st Lt. & G. F. A.

MANILA & DAGUPAN RAILROAD.

C. F. Parker

1st Lt. & Treasurer

OPERATED BY ENGR. DEPT., U. S. A.

North-Bound Trains

South-Bound Trains

No. 1 military.		No. 3 passr.		Kilo- meters	STATIONS	Teleph Cable	Station Nos.	No. 4 passr.		No. 2 military.	
9:00 am.	lv	7:45 am.	lv		..... MANILA	M	1	4:00 pm	ar	5:15 pm.	ar
9:05		7:50		1	..... 1 Tondo	DS	2	3:55		5:10	
9:20	ar	8:05	ar	5	..... 4 CALOOCAN	K	3	3:40		4:55	
9:40	dp	8:25	dp		..... 5 POLO		4	3:20		4:40	
9:55		8:40		11	..... 3 MEYCAUATAN	SY	5	3:10		4:30	
10:05		8:48		14	..... 4 MARILAO		6	3:00		4:20	
10:15		8:56		18	..... 4 BOCAUE		7	2:50		4:10	
10:30		9:08		22	..... 5 BIGAA	BI	8	2:40		4:00	
10:40		9:16		26	..... 3 GUIGUINTO	GN	9	2:32		3:50	
10:50		9:21		29	..... 8 MALOLOS	D	11	2:05		3:30	
11:15		9:46		37	..... 8 CALUMPIT	BY	12	1:35		3:10	
11:40		10:11		45	..... 6 APALIT	AN	13	1:25		3:00	
11:50		10:20		49	..... 9 SANTO TOMAS	S	14	12:55		2:55	
12:15	pm.	10:45		58	..... 1 SAN FERNANDO	DA	15	12:50	dp	2:30	dp
12:20	ar mt 4	10:50	ar	61	..... 3 CALULUT	G	16	12:15	pm.	1:50	
12:30	dp	11:05	dp	69	..... 9 ANGELES	AN	17	11:45	dp	1:25	dp
1:05		11:25		78	..... 8 MABALACAT	MB	18	11:40	ar mt 3	1:20	ar mt 1
1:25	ar mt 2	11:45	ar mt 4		..... 7 BAMBAN	BN	19	10:58		12:35	dp
1:30	dp	11:50	dp	93	..... 9 CAPAS	CP	21	10:38		12:30	ar mt 3
1:40	pm.	12:10	pm.	102	..... 8 MURCIA	MU	22	10:20		12:09	pm.
2:08	ar	1:43	ar	110	..... 9 TARLAC	RN	23	9:55	dp	11:49	dp
2:22	(dp)	3:00	dp	118	..... 19 GERONA	GI	24	9:35	ar	11:29	ar
2:48		3:25		131	..... 8 PANIQUE	Q	25	9:10		10:39	
3:08		3:45		139	..... 15 MONCADA	CA	26	8:50		10:19	
3:48		4:25		146	..... 3 BAUTISTA	BA	27	8:35		10:07	
4:06		4:43		161	..... 12 BAYAMBANG		28	8:00		9:32	
4:18		4:57		163	..... 13 MALABIQUE	MI	29	7:55	dp	9:27	dp
4:48	ar	5:32	ar	175	..... 8 SAN CARLOS	SC	31	7:35	ar	9:07	ar
4:53	dp	5:47	dp	181	..... 10 CALASIAO	A	32	7:10		8:43	
5:08		6:00		191	..... 5 DAGUPAN	DG	33	6:58		8:30	
5:33		6:33		196				6:35		8:05	
5:45		6:45									
6:10		7:00									
6:15 pm.	ar	5:00 pm.	ar								

men on the Division who remember all of us, I being the last to leave the N. P.

If Bro. Perham can make reproductions from film views I would be glad to have THE TELEGRAPHER reproduce some cuts of the railroad for the benefit of all.

I could write a much longer letter by branching off the railroad, but I am really afraid of that office goat the editor keeps in his sanctum, so I will see whether this letter escapes him and may try again some future time.

If any of the brothers or sisters desire to know anything about this country, would be glad at any time to hear from them, and will give them all the information possible on any subject. My trick has just expired, so will say adios. "73."

Yours in S. O. and D.,

SERGEANT JAMES H. IRWIN.

Tondo Station, Manila, March 10, 1900.

AGAINST GRADED DUES.

An article in the March TELEGRAPHER, under the caption of "A Word About the Dues," has attracted my attention, and I think the stand taken by the author thereof is not tenable.

I wish to preface my remarks by stating that, like Cert. 251, I am working for a railroad company at a small salary. My views, as herein stated, will, therefore, probably be of more interest to the average reader than they would if emanating from an official source, the wisdom of which employees are at times prone to doubt.

The O. R. T. and every similar organization is a business proposition, and the expenses incurred in running these orders are measured by the standard of value—the dollar—the same as any commodity. Therefore, why should the \$100 man's dollar not purchase as much of the benefits of the Order as the \$40 man's dollar?

If the equalization suggested by Cert. 251 could be perfected in the payment of dues to the O. R. T., why not in the purchasing of the necessities of life, and if so perfected, what would be the advantage of one man receiving more than another?

It must be admitted that a \$40 salary is a meagre one on which to support a family, but is it any harder for the man receiving such a salary to pay his dues in the O. R. T.

as compared with the man receiving a \$100 salary, than it is for him to meet his living expenses, as compared with the \$100 man?

In supporting his suggestions the writer refers to our insurance department, where dues are based on age, but I fail to see any connection between a condition of assessment based on age and one based on earning capacity. I can, however, see more reason for basing our dues on age as the insurance assessments are based, but that would in no way be a remedy for this alleged inequality, for the young man very often receives more salary than the older man.

A man's earning capacity is very often measured by circumstances, as evidence of which we have but to recall some person that we know who is holding a good position through a "pull," whereas some other man below him by half, as measured by the dollar, could double discount him in the same position, but the man receiving the high salary is probably as far from being satisfied as is the man below him.

"The poor have little, beggars none; the rich too much, enough not one."

Therefore, I think the suggestion of Cert. 251 that would transpose the standard of measure, likewise the intimation that inasmuch as "all men are created equal" they should be paid equal, will not meet with popular approval.

CERT. 922.

EXPRESS BUSINESS AND THE STUDENT.

I fully agree with the brother who signed Cert. 151, Div. 22, in the April number of the beloved Journal.

Boys, there are hundreds of you that are handling the express business merely because you are compelled to do so. Let us hear from you on the subject, so that we may come to some understanding about this matter. Let us hear the ideas of as many as possible, especially from the boys of Division No. 76. Each one has a right to express his views, and whenever a time comes for a schedule or for some demands we are better prepared to make things satisfactory to all. I, for my part, would suggest that wherever we find a brother who would rather not handle the express business on

account of the small compensation or for other reasons, we should ask the railroad companies in our schedules to demand from the express companies that they remove their office from the railroad depot at such places, and at places where the brothers wish to handle the business, let them state the amount of wages they think they should receive from the express companies, and in this way make a schedule for every station, naming the stations where offices should be removed, and where wages or commissions should be raised, etc., and have the schedules for railroads and express companies presented at the same time.

Bro. Moan, in the April number, says: "To threaten the discharge of a man for attempting to redress a grievance is the act of a coward, and this getting someone else is a bluff, as operators are not so plenty as they were a few years ago." I would like to say to Bro. Moan that it may do on some railroads for an individual to seek to redress his grievances with a railroad official, but it will not do on a division like this, where two, three and sometimes four students are lurking around every station, anxiously waiting for someone to die or get discharged to furnish a vacancy.

Boys, what can we do about the students? This is one of the greatest hindrances to our success. If all operators would join the O. R. T. and turn out their students, how soon would we feel the results?

There are agents that think it is absolutely impossible to get along without a student. They will tell you they have eight or ten mail trips, switch lamps, handling freight, etc., and the railroad will not furnish a helper. To those I would like to say, "Never say, 'I can't,' simply say 'I'll try,' and you will be astonished to find how nicely you can do up your work without the students' help." Of course, there may be days where you have to do considerable hustling, but if you will figure the time you spend in teaching your student and answering his awkward questions, etc., you will find that you are far ahead without him, and the best of all, you are doing some good for the Order, for yourself and for your families.

Yours in S. O. and D.,

CERT. No. 3597, Div. 76.

THE PALANQUIN.

In any picture of a street in the Orient, the palanquin is never left out, that queer, bier-like thing only that the pall bearers are not particularly solemn, nor the corpse at all unhealthy or death-like. It takes the place of all methods of locomotion other than the use of one's pedal extremities. No shifting of the duty on animals, electricity or steam—it is human beings who bear the load, first, last and all the time. This fact is a weighty text to the thinking mind, for it is typical of Oriental life, this failure to call on the genii of Western civilization—steam and electricity. The peculiarity does not stop at this, but goes clear through the industrial fabric. In every manufactured product, you may detect human sweat, for no intermediary is allowed, no labor-saving devices, no intricate, cunning, delicate mechanism, so ingenious that it almost reasons, is employed. It is the measure of Oriental statesmanship, the extent to which these devices of the "foreign devils" may be kept out of the country.

Had Archimedes first shown his screw to a Chinese Emperor, he and it would have been buried at the same time. These de-luded celestials have an idea that it is their duty to provide honest employment for every human being. Their antipathy to labor-saving devices, arises from the fact that they do not want labor saved, they want it used. He is counted immortal who makes two opportunities grow where but one grew before.

Just imagine one of these queer thinking people in charge of a great Western interest—say an American railway system—with his insane notion of providing work for the unemployed. What would the first, second and third vice-presidents think of such a general manager, and fancy the next meeting of the board of directors? I saw a picture in the current number of the *Christian Herald*, of one Salvation Army lass with two baskets of bread feeding several hundred starving Hindoos, who were holding up their rags, that their ribs might be counted, to show that they were Simon-pure starvationists. Had our celestial general manager suggested to the board that

there were several hundred employes with ribs in countable condition, he would probably have been told to cut the requisition down to one basket of bread, and see if the lass would not work a little cheaper, and as an offset to this outlay, he must take two men off each section, and put on double-headers; that in this country, dividends were of more importance than human beings, and his value as a general manager depended on his ability to get more of the former and do with less of the latter. He would have been advised to get rid of his heathen notions, about the duty of society toward its members, and become a Christian, join some church and read carefully that most important bulletin of Christ, where He says "Render unto Cæsar the things which are Cæsar's, etc.," which being properly interpreted means not to monkey with Western business methods, but recognize the rightfulness of any method employed by trusts, combines or railroads to take advantage of their employes.

It is claimed that our labor-saving devices open up new avenues of employment, but we know from personal observation and experience that they are not being opened up fast enough, that those in power are brutally indifferent in the matter, nay, they insolently deny that there is any obligation resting upon them. All the power of accumulated wealth, all the machinery of society, all the knowledge bequeathed from the past, and gained by the cunning of the brain, are conspired to devise methods of doing without human labor, while the duty of providing for the disinherited ones is left to chance, or the winds. The artisan who has spent years in training the skilled fingers to earn him a living, when displaced by the machine is brutally told to skip out and learn something new.

Shall we tear up our railways, close the patent office, put a brake on the progress of inventions? No, we can do much better than that. These are all good things. In a bed of flowers may be seen all the colors of the spectrum, yet to the eye the light of the sun, which produces this dazzling array of hues, is white. We do not know how it is different in each plant life, only that something inherent in the plant produces

the difference; it is in the reception of the light that the secret rests. So it is with these good things; they are all from the same source, from the Ruler of the universe, and all intended to help all men, but they have been received by man in a way to reverse the intent; they have been made curses instead of blessings; what was intended to refresh and invigorate has been made into wormwood and gall. All the labor-saving devices which have been thought out since time began have not saved labor in the lightening of its load a particle; the man on a modern sulky cultivator or working with a steam plow works just as long and just as hard as the Filipino who scratches the earth with a wooden stick hitched to a water buffalo.

That an immense saving in labor has been effected we all know, and just where it is gone any man who is willing to think, just a little, can ascertain, and when the laboring man of this country does think it out, he may come into that wonderful inheritance which has been withheld from him these long ages. It can be done with that handy little thing—a vote. Just let him scan closely the platforms of the three political parties, which ask his suffrage the coming fall, see which one in a straightforward way, without glittering generalities, or long drawn-out latitudes, strikes right at the labor question and suggests a remedy, then vote for that party. Should the sentiments favoring labor be endorsed by a "third party," he should not let that frighten him in the least. He may be told that it would be throwing his vote away, as such a party cannot elect its man, but this is not true. Granting that the candidate cannot be elected, which is not altogether sure, a rousing vote by labor for such a platform will at once bring politicians to their senses, and they will in haste espouse the principles which really concern us, as laborers, but so long as we are fools enough to swallow the trash they placate us with, and vote for their candidates, just so long we will get nothing from them but words. We are their masters, and just as soon as they find we are "onto" them, they will do what we bid.

CLAREMONT.

FROM WEST VIRGINIA.

At the Democratic primary election in Summers County, April 14, Bro. J. F. Briant received the nomination for legislator by the largest majority ever heretofore given (in a primary) to any candidate in the county, his majority being 959.

Considering that his opponent was a politician of some thirty years' experience and up to all the political wiles, you might easily conceive Bro. Briant to now be suffering with an acute attack of swellhead, which I am glad to report is not the case. He seems to be reserving his cranial expansion for a later date, when the laboring people all over the county, by taking off



J. F. BRIANT.

their coats again, will roll up for him another majority to be proud of; and when the practical obliteration of party lines will show our "new education" to be more deeply rooted than old-time prejudice.

The voting was done by secret ballot in the several (five) districts. In all but one big majorities were placed to his credit. This one, his opponent's bailiwick, gave a majority of thirty against.

Hinton, that is a stronghold of laborisms, gave him 571 out of a total vote of 638. The manner in which the members of the labor organizations went after the other candidates on the ticket, telling them a word against Briant meant defeat for them-

selves, doubtless accounts in no small degree for the large vote he received.

This is our worthy brother who led the N. & W. settlement, and brought out a pretty nice victory from a pile of rubbish that might have balked a less determined and resourceful man. No doubt the boys over there will rejoice to hear of his new success and honor, and will wish him God speed.

I believe we can assure his many O. R. T. friends that his election in November will be quite as decisive as was his nomination. There are many measures of legislation claiming our attention in every State, and the Federal Government. We should be on the alert for self-defense—defense of the commonalty. Our own men should fill Legislatures and Congress instead of lawyers, doctors and professional politicians. Except in rare cases, these people do not look down far enough to the needs below them. They are looking up, which is commendable—but there are others.

A MEMBER.

FROM CUBA.

EDITOR TELEGRAPHER:

If you will kindly allow me to break in, I will give you a few dots and dashes from this place and tell you where some of the old-timers have drifted to.

In "HA" office, Havana, we find Bro. McGann holding down the day chief desk, with Mr. Berhart as manager, and as night chief we find "OX," that man they call Dr. Tanner in Texas, formerly manager at "NC," Puerto Principe, Cuba. The old-timer, McCarthy, of "D" office, Dallas, Texas, is also in "HA" office, and we find First Class Sergeant, Chas. Sherwood, formerly of Chicago Western Union office. This is the day force in Havana office. Nights we find Messrs. Perry and Cates. We have not had the pleasure of meeting these gentlemen.

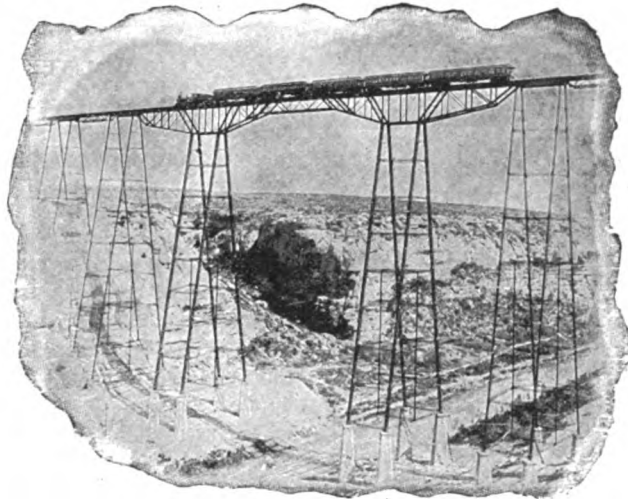
In the palace we find Mr. Crowley as manager there, and Mr. York, formerly of the Western Union office at Cincinnati, O. At Quemados, General Lee's headquarters. Bro. A. S. Hooe, formerly of the Santa Fe, Los Angeles, N. M., works days, and Bro. Chas. Smith, of the Union Pacific, nights.

Mr. James Armstrong, formerly of "DO" office, M., K. & T. Railway, St. Louis, has been honorably discharged by favor from the United States Signal Corps, and Jim has taken his departure for the United States. He says he does not care for any more of army life in Cuba. There are others also, in the same fix. A great many enlisted Signal Corps telegraphers are being ordered to Havana from different parts of the island, and the prospects are good for some of them going to the Philippine Islands soon.

Just now business is falling off in Cuba. There is nothing here for any of the boys. Wages are going to be cut in all of the various branches of the United States

EXPRESS COMMISSIONS.

My dear brothers, after reading those interesting articles in THE TELEGRAPHER of February and March, I cannot but sympathize with Cert. No. 3597 and Cert. No. 70. I have done express work, more or less, for the past ten years, and have had all kinds of experiences. Their commissions usually run from \$5 to \$10 per month. The largest voucher I ever signed for work for any one month was \$12.84. The work usually takes more of my time than my railroad work. I handle more money for the express company than for the railroad, which makes the responsibility greater and also requires a heavier bond. But this is no my worst grievance. I have to pay \$1.75



SOUTHERN PACIFIC COMPANY'S BRIDGE OVER PECOS RIVER IN TEXAS.

army pretty soon. The prospects are not very bright at the present for the removal of the United States soldiers from the Island of Cuba.

Telegraphers here seem to forget all about the Order, as they seem to think they have everything their own way in Cuba. I noticed an article written recently in THE RAILROAD TELEGRAPHER on the subject of "Government Made Telegraphers." There was a great deal more truth than poetry in that article, for we have some fine examples of that down here.

Hoping soon to return to the land where the white man lives, I am,

Yours fraternally,

ALEXANDER S. HOOE.

once each year for the privilege of having the honor of being express agent. They call it a premium on bond, but I call it the amount I pay them for the privilege of being their agent. I have resigned my position as agent for the American Express Co. on two different occasions. The first time they were six weeks before they relieved me and when they finally did it was only about three weeks before the railroad company made an excuse to discharge me without just cause, as I have since learned. The last time I asked to be relieved I first consulted my superintendent of the railroad company, who advised me that if I could do the express work and not have it interfere with

my railroad work they were always pleased to have their agents do it, but that there was nothing compulsory about it.

This, of course, encouraged me, and I wrote the express company and asked to be relieved, and I wrote the third time before I could get a reply. Then the superintendent said he had advised the route agent to come and see me, which he done after about three weeks, and instead of relieving me, begged so hard that to get rid of him I finally agreed to try and handle the agency, if he would relieve me of the money order work, which he promised to do. I waited about three weeks; nothing was done and I wrote the express superintendent and asked to be relieved by a certain time, giving them about three weeks to make arrangements which I considered long enough. Well, in about three days I received a letter saying they would relieve me as soon as possible, but it might not be so that they could relieve me on the exact date that I had mentioned, and requested that I continue to act as their agent until relieved in the regular way.

This made me very warm under the collar and I wrote the gentleman that if I was not relieved as I had requested, I should pack up everything connected with the office and bill to the next regular office, subject to his order. This letter caused him to appeal to the superintendent of the railroad company I was working under, who in turn requested that I continue to handle the express until they could relieve me in the regular way. I replied that as he had requested me to do so I would continue to handle the express work a reasonable length of time, and if not relieved would resign my position and seek employment where I did not have to do express work. This made my superintendent very angry, and I came near being relieved indefinitely. But after a short time longer I was relieved of the express, and I thank God every time one of their patrons refuses to pay the one cent revenue and brings the shipment to the freight office to go via freight, because they do not have to pay revenue on freight shipments.

Boys, I feel to rejoice because I no longer have to face a good customer and change his \$5 bill to get the necessary one cent revenue. I rejoice again every time I think

that I am not working for a concern that requires its employees to pay them for the privilege of working for them, and do not get compensation enough for the responsibility to say nothing about the work one has to do.

Now, I would say to my less fortunate brothers, I would advise you to first find out if your superintendent is willing that you should ask the express company to relieve you of their loathsome work and if he is, go after them. If not, keep your eye open for some position where you do not have to handle their work. Very few of our boys have the express in their stations, and those that have are watching their chance to get it out.

CERT. 149, Div. 39.

FROM TEXAS.

A St. Louis paper recently published a message that was sent to all employees in the telegraph service of the Southern Railway by General Manager Gannon of that company, in which he expressed his very earnest appreciation of the loyalty of those who were still working after the strike had been called on that road, and promised them that they would not be overlooked.

I read this message with the greatest of contempt. Knowing as I do the salaries paid by that company to its telegraphers, I fail to see wherein the recipients of that message could find any encouragement in it. They can only judge their future by the past, and it is quite well known that when the Southern Railway absorbed the various lines of railroads in that section, that the first step taken by them was to make a ten per cent reduction on all salaries, which were before that time so ridiculously low that one could scarcely pay his board with it, saying nothing of a few clothes that they are expected to wear. This state of affairs, and the knowledge that I have of how the telegraphers' interests have been looked after by the Southern Railway in the past, leads me to believe that this nice message from this great and good man could have been very easily misinterpreted, and that he very probably meant, while assuring them that they would not be overlooked, that they would be included in the next reduction of

salaries, which will be the case no doubt if the present strike is lost, and the officials know what kind of material they have working for them at present, and evidently believe very strongly in their staying qualities.

The telegraphers of the Southern Railway had their choice to establish for themselves a \$75 minimum salary or to work on for nothing as they have been working in the past. Which one of these are they choosing? Should a telegrapher that calls himself a man who will take a striker's place on that system or even work during a strike for the salaries paid by that company, not be pitied.

In S. O. & D.,

E. B. HILL.

FROM COLORADO.

I notice in the March number of THE RAILROAD TELEGRAPHER a piece from the *Denver News*, which says that the presents made to ex-General Superintendent Dunaway were from all departments. This is an error. These presents were given to him by the trainmen, section men and others, but not from the telegraphers or station men. I think I can say truthfully that there was nothing given by the telegraphers to help get these presents for the man that has done so much to take away our rights and destroy our independence.

I write this letter to make it known that neither the telegraphers nor the station men helped to get these presents, and I want our brothers on other lines to know that we are too true to our organization to do such a thing. There is general rejoicing along the line about Mr. Dunaway's resignation. I have never heard one word of praise for the man and everyone seems to be glad that he is gone.

DIV. COR.

EXPRESS COMMISSIONS.

I am greatly pleased to note that the express business is being discussed by our members as much as it is, and I think that the subject can not be too greatly agitated.

The express business has been a source of grief for me since the beginning of the pro-

fession that I now follow. I have worked for various express companies, and find that these corporations are growing more and more oppressive all the time. It is now time that an effort is being made to check this growing imposition.

I believe there is very little difference in the general methods which the different express companies have adopted for doing business. Some seem to be a little more liberal than others, but the compensation allowed us to act as their agents is in any case very poor, and in many cases downright disgraceful.

They do not pay more than 10 per cent, I believe, anywhere, and I consider that all the money an agent makes by handling express at 10 per cent is money very dearly earned, where he is paid commission on all business handled, yet some express companies do not allow their agents anything on prepaid received.

This is certainly very unfair of them inasmuch as this business is of as much profit to them, and as much work and responsibility to the agent as any other business.

One of our brothers, in writing on this subject, proposed that we establish a minimum of \$7.50 per month for offices that pay less than this amount, and while this would be a vast increase on the pay rolls of express companies, I favor raising this minimum to \$10 per month, and make them pay it or close their little express shop, which is only an imposition, an outrage, and a disgrace to the majority of us that are unfortunate enough to have the honor and title of express agent forced upon us, and have nothing else.

Brothers, while this matter is on the minds of our membership, do not let it die out. I want to hear from more of you, and by keeping it up it is possible that when some business committee is in session they will turn their attention to this matter, and fix it up on short notice. It is not impossible, and it should be done.

I would especially appreciate some expressions from some of the good brothers on the D. & R. G., or the So. Pac. on this subject.

CERT. 141,

M., K. & T. Sys., Div. No. 22.

FRATERNAL

Columbus, Sandusky & Hocking.

Percy E. Wright, operator of the Columbus, Sandusky & Hocking, at Worthington, O., has a parody which was written by him, and dedicated to C. N. Lynn, interlocking inspector Columbus, Sandusky & Hocking Railroad, while Dixon and he were working opposite tricks in Worthington tower during the summer of 1898. The caste of characters include a list of names familiar to the service at the time. They are as follows: Chambers, agent and operator Big Four, Worthington; Fletcher, operator Baltimore & Ohio, Plymouth; Gardner, trainmaster Columbus, Sandusky & Hocking Railroad; Bonzano, superintendent Columbus, Sandusky & Hocking Railroad; Ogden, former operator Columbus, Sandusky & Hocking Railroad, Worthington; "The France Push," old man France, Homer France, and a Chinese servant, and Dixon, night operator Columbus, Sandusky & Hocking Railroad, Worthington. This elegy was written in a signal cabin, and first published in the Columbus, Ohio, *Sunday Dispatch*. Its author presents it with due apologies to the great author, Thomas Gray. Its references are local, and will be recognized by many.

I am not steaming very well to-day,
The local freight winds slowly o'er the lea,
My weary night man homeward wheels his way,
And leaves me in the tower at "W. C."

Now fades the noisy freight train out of sight,
And all the air a solemn stillness holds,
Save where on "Bible Hill" they have a fight,
About how many brick the Frenchman moulds.

Save that from yonder station, up the track,
Frank Chambers to his father does complain,
Of hobos, wandering near his old brick shack,
Molest his ancient solitary reign.

'Twas in that station, I at one time stayed,
Until such time as I became a "ham."
I never thought of what the business paid,
For I was young, and didn't give a d—.

The call for Worthington was "W. N."
The order block was very seldom red,
We handled Western Union, now and then,
And had a rush when any one was dead.

My duties were to make the switch lamps burn,
To scrape the zincs, and clean the battery jars;
I got my "education" in return,
And sometimes heat my way upon the cars.

Oft did Jim Fletcher say, "Come back to school,
And graduate with me, and all the class;
What in the devil makes you act so cool?
Why is it you persist in pounding brass?

But Fletcher failed to stop my wild career,
For we were boys together long ago;
And after all the whole thing turned out queer,
For now he's telegraphing on the B. & O.

And Gardner's motto was, "Cut down the force,
Run all things cheap, and all expenses save,"
And that's why I am working here, of course,
But, "Paths of glory lead but to the grave."

Still Gardner claimed I had myself to blame,
Because I failed to ask him for a raise.
But I had satisfaction, just the same,
For he got fired in less than 30 days.

Can steeds of steel upon two streaks of rust,
Across the country haul a train of coal?
Has train dispatcher lived who's not been cussed.
Or had some mean thing said about his soul?

Perhaps in this telegrapher's abode,
There works two men Bonzano ought to fire;
For cracking jokes about a certain road,
And raising a disturbance on the wire.

If we get fired we'll go upon the stage,
And scenes in railroad life we will unroll;
Perhaps it will repress Bonzano's rage,
And thaw the genial current of his soul.

There's many a man who thinks himself O. K.,
And on the railroad looks for something higher;
In some lone tower he works, 12 hours a day,
Reporting trains on the dispatcher's wire.

The Big Four trains from accident to protect,
Some target poles we find erected high,
With lampblack, paint and whitewash they are
decked,
Implore the passing tribute of a sigh.

Ogden, to his own cussedness a prey,
His place as interlocking man resigned,
Got on his ancient bike and rode away,
Nor cast one longing, lingering look behind.

And as for me, I'm nothing but a kid,
And in these lines my artless tale relate,
If Ogden had not left here when he did,
I surely would have had to "pull my freight."

Happily some native 'round this place may say,
 "Oft have we seen him at the break of morn,
 And heard him say this railroad life don't pay;
 I'm going to quit, and go to raising corn."

There at the foot of yonder spreading oak
 That wreathes its old fantastic roots so high,
 "The France Push" oft would congregate and
 smoke
 Till clouds of nicotine would fill the sky.

Hard by yon wood, now smiling as of old,
 Looking for hops, and pokeroot, they would
 rove;
 Until the weather got so all-fired cold,
 We could not drive the old man from the stove.

One morn we missed him out at Bible Hill,
 Along the track, and near his favorite tree,
 Another came, nor yet beside the rill,
 Nor in his shack, nor at the tower was he.

The next, with household goods, in sad array,
 Slowly we saw the France push hunt their hole.
 Approach and read (for you can read) the lay,
 Carved on the west side of yon target pole.

THE EPITAPH.

Whereas it seems it's pleased Almighty God,
 To move the France push farther up the track;
 I do not wish them placed beneath the sod,
 Unless there's danger of them coming back.

Large was the old man's tank for holding beer,
 Stang's Brewery did a recompense as largely
 send;

He left to Dixon his position here;
 Which gave to me a night man, and a friend.

No farther seek his merits to disclose,
 Or on account more detail need I enter;
 When he is dead, I hope he will repose,
 Within the "planting ground" at Lewis Center.
 "B. N."

Buffalo Div., No. 8.

We are sorry to announce that Bro. F. A. Hallock has resigned as Secretary and Treasurer of our Division. This is on account of Bro. Hallock leaving the city. He has been Secretary and Treasurer of No. 8 since it was organized, and it is through his hard work that the Division stands where it does to-day.

Our Division is growing rapidly in numbers, but the attendance at our meetings is not what it should be. This is probably on account of a large percentage of our members working a distance from the city. But we have members who are employed in the city that have not shown up at meetings for months.

Bro. H. C. Mawhinney has returned to Bufo Creek after a short absence.

We understand that Bro. D. Reese has left the G. T. R. Did not hear where he intends to locate.

W. N. Y. & P. Ry.:—

Opr. E. J. Fox has returned to work at "FA" office, Oil City. He was off three months with the typhoid fever.

Opr. A. C. Dunkle, of "K" office, Oil City, was off for two months with the same disease.

Bro. H. L. Huey, of Struthers, has left the road to better himself elsewhere.

Mr. A. L. Tambling, Brocton, days, has resigned. The vacancy is filled by Mr. F. H. Williams.

M. Fahey, Oil City shops, is assisting Chief Clerk Lawson to dispose of the large amount of correspondence that accumulated during the rush. He is relieved by Mr. R. D. Spencer, of Emalie St., nights. MAC.

Pittsburg Division:

We pride ourselves on having a force of thoroughly well-trained and disciplined operators. The following ones have been in the employ of this road twenty years and over. Bly, of Sherman, N. Y.; Willet, of Mayville, N. Y.; Hilliard, of Spartansburg, Pa.; Graham, of Farnham, N. Y.; and undoubtedly some others on this Division have been pounding keys for a great length of time. The boys recently had an increase of 5 per cent, which was, of course, acceptable. A new book of rules took effect, April 10th, which tends to keep the boys closely down to duty. Everything is working satisfactorily, and both operators and trainmen deserve credit for the manner in which they are carrying out the standard rules. Our dispatchers are courteous, and willing to assist in relieving our burdens, when not interfering with business relations.

"O."

B. & O. Southwestern.

Some time has passed since we have seen anything from the B. & O. S. W., nevertheless the majority of the boys usually look for items from this line as soon as they receive their TELEGRAPHERS, but I think they are frequently disappointed. Our old friend, S. F. Beatty (Squire), is working extra, after being off for six or seven months. He has been working nights at Sterrs, O., during the sickness of Mr. Stafford, which ended in Mr. Stafford dying, the latter part of March.

New offices have been opened at Pierceville, Hogan, and Culloms. There are, also, quite a number of offices where the steam shovels are located, making work for all the extra men. Several new men have commenced work here during March. I have not learned whether they are members, but think a few of them are. The boys on Moore's Hill are certainly having their troubles with the fifth and sixth work trains building the double track from Milan to Cochran.

I almost forgot to mention that the first trick dispatcher Central district has his troubles these days, but J. M. Mack is certainly the gentleman who can handle trains with a zest.

The prospect is very promising for us to have several new members come in at our next meeting.

Bro. Carl Hicks has the heartfelt sympathy of all the boys, his wife having died the latter part of March.

If any brother wants a trained cat, they can get it very cheap from Bro. Rawlins.

"R. E."

C. R. R. of New Jersey.

We have had some changes within the last few months, and the boys are wondering where it will end. Bro. "V" is holding down the tribulations of "Is," but he finds joy in the thought of a new station in the near future with room upstairs. Keep the photo hid, "V."

The helper at "Am" talks of going into the butcher business. He has already laid up some supplies.

It is rumored that one of the boys who formerly worked on the "Branch" visits "Ky" occasionally, and has been inquiring where he can find the best minister. We wish him luck, and a happy life.

I see that our Division is going to give a smoker next month. We all should attend this, and help the good work along.

I heard that two of our brothers took a trip to Elizabeth, but failed to find any one home. Too bad, boys, but don't say anything about it next time.

We are looking for Bro. Swain to come around and get the "nons" into the fold. We wish him luck.

The boys put up a game on Cert. 469 one night, and he has been studying ever since how to get even with them. I hope he won't hit me.

Cl is still telling stories over the milk cows at Fox Hill, and is wondering when they will stop sending him new assistants.

It looks as if we had to get some blue suits this season. I wonder if we could not prevail upon the company to send us white ones, for a change, to wear on holidays and Sundays. We could wash them once a year, and they would last us several seasons.

CERT. 468.

Oregon Short Line.

Bro. O. J. Langston has been transferred back to "CA" office, Pocatello, to take the place of F. K. Roberts, who has gone back to a trick in dispatcher's office. Bro. Russell, of Diamondville, takes Langston's place at Inkom.

Bro. F. C. Collopy has been transferred from Nampa, days, to a trick dispatching at Pocatello. Bro. Bidell, who has been working at nights, takes the day job at Nampa, while a new man by name of Francis is working nights.

Bro. Vallereux has again gone to work for the O. S. L., and is working nights at Kemmerer, taking the place of C. W. Goodwin, who has gone on the U. P.

We understand Bro. Gottsch, of Glenn's Ferry, has resigned. Bro. Luckfield, who has been working nights, takes his place, a new man working nights.

Bro. E. L. Hall, who has been pit man and operator on Utah Division, has resigned, and will soon enter the service of the R. G. W.

Bro. J. D. Noblitt has returned to work as agent at Cokeville, Bro. Clements taking the night job. The night man, Packer, has gone to Weiser nights, Wilson, at that place, being on leave of absence.

We hope to be able to get items from the southern districts for next issue, and will try and "show up" in each issue of THE TELEGRAPHER hereafter.

Yours in S. O. and D.,

CERT. 100.

Northern Pacific Railway.

Montana Division:

The boys on the Montana Division seem to be rather on the move this month, as we note considerable changes.

New members are rapidly coming in, and it will be but a question of a short time until this division can once again hold up its head, and proclaim to the fraternity, "Solid O. R. T."

At Billings, Bros. Cantrill and Callahan still hold down the day work. Understand Bro. Cantrill and wife are contemplating a visit East in the near future. Success and a pleasant trip.

Laurel and Park City contain three operators who seem to be entirely dead to their own interest.

Bro. A. H. Holder, agent, Columbus, is now safely in the fold. Bro. Holder is too good a man for a non-member, and we are glad to note his membership. Bro. P. A. Pender, who has been East on account of his mother's sickness, has returned, and is again on duty nights. We are sorry to learn that Bro. Pender suffered a great bereavement in the loss of his mother, and extend to him the sympathy of the boys of System Division 54.

We understand, Bro. Anderson, of Big Timber, nights, is expecting to leave the service.

Bro. W. M. Lane, of Quarry, was badly injured by being run over by a hand car, necessitating his going to the hospital, being relieved by Opr. J. S. Lank, of Springdale.

We are glad to note that Bro. Lane's injuries were not as serious as first expected, and he is again back on duty nights at Lombard.

A new night office has been established at Springdale, and Mrs. J. C. Carney, wife of agent at this place, officiates.

The two sets of dispatchers at Livingston have again been placed at work, and are stationed as follows: E. G. Funk, Mr. Voice, and Mr. Snyder, first, second, and third trick respectively.

Geo. Reese, Bert Sperry, and F. A. Leute, handle the west end in the positions named above.

Bro. Crawford still works the "Densmore" nights in "Vs." Bro. Wilson is handling the ticket end of Livingston for a short time.

Bro. Redner, nights Bozeman, is off on account of sickness, for a few days, being relieved by Opr. Gault, from the Wis. Cent.

A new night office has been established at Belgrade, and an "unknown" is holding down the job.

We understand that the call bell at Belgrade has been taken from there and placed at Manhattan. After the genial agent at Manhattan has plodded through the mud from his house to the depot, a distance of one half mile, three or four times a night, for a couple of months, he may sit down and think the matter over seriously.

Bro. A. M. Davison, Logan, days, now sports a big O. R. T. pin, and we are delighted to extend to him the best we have in the shop.

Bro. Temple still holds down the night work at this place.

Bro. Quinlan must have struck it rich at Townsend, as he seems to be contented to hold down the day work at this place. Bro. J. B. Cook, nights at Townsend, now at Pipestone Springs, being relieved by Opr. Baysoar, from Lombard. Bro. Gentry, Helena Yards, days, is off on a vacation. Bro. French nights has been off, and at the hospital, account of sickness. We are glad to note that Bro. French is again back on duty.

No changes on the Boulder, or Butte branches, that we know of.

No changes on the Rocky Fork or Clarks Fork branches either, that have come to our notice.

No doubt all of us have received Bro. Powell's notice of the special assessment of \$2.00. Now, boys, do not hesitate a second in responding. Let not the plea of "no coin" interfere in the slightest. If you haven't it on hand, borrow it, and send it at once.

There is a principle to establish on the Southern Railway that is very near to us all, and to establish this it takes money, and lots of it. The writer has worked all through the South, and knows from personal experience of the condition of the telegraphers of that section of country. It can, and must be bettered, if it is within the power of our organization to do it, and with each individual member's financial help, it should be done. So do not put the matter off, but respond at once.

Dakota Division:

There are now nineteen members on Main Line, Dakota Division. You boys that are not members are on the wrong side of the fence now. We outnumber you. Please jump the fence soon as possible, and get on the other side, you are welcome.

Bro. Blaisdell, night "owl" at Sterling, is now relieving Mr. Jennings, agent, Medina, temporarily. Sorry to lose you, Bro. B. Mr. Thore, new man, doing night duty at Sterling, not an O. R. T., but his application is filled out. This is about all the changes on Main Line at present.

The trainmen have recently met the company and had their differences adjusted, which includes raise in pay. Why can't we do this? Boys, just drop in, and help us organize, and we can do the same thing. Will you come in and help us?

All O. R. T. members, wear your white buttons, and show your colors. Don't be afraid.

The Branch line boys must now come to the front and help us out. Just look at the members on Main line, and ask yourself why am I not one of the fold? Will cut out.

CERT. 46.

Pere-Marquette System, Div. No. 39.

We are now entitled to a new name as above, and, as a result of the consolidation we expect to soon have one of the largest Divisions in number of members. Twenty new members since first of year and petitions arriving with every mail. This is the result of individual hustling among members and more is sure to follow. Material is somewhat limited, but this work should never cease, as constant changes and additions to force is sure to create a few "nons."

Good work is being done, but I am not sure that all have made an effort to convert a neighbor that may be out in the wet. Look around you, brothers, and see if you can see one and if so, go after him. You surely can now put up an argument that will convince the most skeptical that he should belong to the only Order that caters to the telegraph profession.

The short term rate of \$6.50 is now in effect and those who were not ready last month should now hand in their membership. I hope to see a grist of petitions sent in during this month. Make a good effort, all of you, and we will not be disappointed. You know where to get the necessary blanks and information.

The Secretary informs us that dues are being paid much earlier this term than last and that a large percentage are paid up. This is as it should be and those who are in arrears should make a note of this. Bro. Perham says the mailing list will be revised and those in arrears may not receive this month's issue. If you are in arrears your insurance is annulled, and life is too uncertain to take any chances. Pay up and get a neat new card; also a pretty button. They are all the rage.

There is not much news that I can give you this month, but before another issue I expect we will have a correspondent on each Division of the road and keep the boys posted. This I suggested some few months ago, but was never carried out.

With every issue some new schedule is granted on different roads and it must be galling to some of those inalienable "nons" who persist in their efforts to belittle the Order. I know a few of the above stamp who are drawing O. R. T. benefits every month. They are not a credit to the profession, however, and are not wanted.

I can recommend that typewriter ribbon advertised in last issue by the St. Louis Typewriter Exchange at 25 cents. Try it and mention where you saw the ad.

Div. Com.

For the second time since chartered, Division No. 39 is in mourning. Bro. Clarence I. Husted died at Melvin, Mich., on March 24, of typhoid fever, after a short illness. His death was sudden and unexpected, as the attack of typhoid was mild and no serious results anticipated.

Bro. Husted was genial and of a good natured disposition. He was held in high esteem by all who knew him, and a host of friends were shocked to learn of his sudden demise. The interment took place at Mayville, Mich. his former home and his native city. The brothers of his Division sent an elegant floral piece in the shape of two telegraph poles about eighteen inches in height, with wires running between, one of which was broken, and the figures "30" underneath. A telegraph key on the base with the letters, "O. R. T." across same, made a very pretty design.

Bro. Husted was born April 27, 1875, and was employed upon this system during the past five years. He was a charter member of this Division and a staunch and loyal brother.

On October 22, 1898, Bro. Husted was married to Miss Minnie Tubbs, of Mayville, Mich. To her, Mr. and Mrs. Husted and family Division 39 extend their heartfelt sympathies in their sad affliction.

Div. Cor.

Petoskey Division:—

In the February number, our friend Colon, of the F. & P. M., says that the C. & W. M. boys should "ginger up," and attend meetings, etc.

He would be surprised to see the "ginger" that the boys are displaying over here, but as to attending meetings, that is another matter.

It is practically impossible for us to get relief, and we cannot wander so far from the scene of our troubles without relief. If meetings could be held at points on this division, we would be glad to attend.

Changes at this time of the year are not very frequent. Bro. Wilson, of Elk Rapids, has cast his lot with the D., S. S. & A., and is located at Thomaston. "FS" is the warmest trout fisher that ever waded up the creek. Bro. Pierce, of Central Lake, goes to Elk Rapids, and Bro. Nelson, of Traverse City, goes to Central Lake as agent.

There are but few "nons" left, and the boys are after them. One of them told me a few days ago, that he had paid lots of money into the O. R. T., and that it had done him no good. That man does not take into consideration the fact that if it had not been for organization, and its effects, his little \$35.00 job would be a little \$25.00 job instead. There isn't a man in the telegraph business to-day, that has not been benefited by the O. R. T., through reduction in supply, whether he is a member or not.

One conductor on this end tells me that he does not join his Order, because the lodge at Grand Rapids is run by a "gang." He fails to consider the fact that he is drawing \$20.00 per month, increased pay, through the efforts of organized labor. It is his duty to support his or-

ganization with his money and influence, regardless of "de gang."

Don't let such sentiments control your better judgment. Get in line, and stay there.

Ed.

Wilkesbarre, Pa., Div. No. 67.

Meeting called to order at 8 o'clock P. M., with a very poor attendance indeed. It is a fact that those members who live within a stone's throw of the hall are most conspicuous by their absence. If it were not for the few members who come ten miles or more, we would scarcely have a quorum of late. Those members who do not attend are always anxious to know about the minutes of the meetings. I wish to say that if they would attend and participate in the proceedings, they would be benefited thereby. Our meetings are always interesting, and Monday night was no exception to the rule, but there were very few present in comparison to what it ought to have been. Boys, come around more regularly.

Bro. Nelligan has been spending a few days at Catasauqua visiting his mother.

Bro. Grant Ginder is now located at Scranton passenger station, vice J. K. Heine, deceased.

Bro. McKay, of "BU," has been on the sick list. Glad to see you around again.

Bro. Meighan was at Jersey City recently.

Bro. Custer holds the fort at Scranton freight house. Come see us soon, Jim.

Bro. Swain is doing particularly fine work on the D. L. & W., and indications are they will be the best equipped in the East.

Conditions are particularly bright on the Central. Several "nons" are now seeking shelter. Come alone, brother, we will welcome thee.

CERT. 149.

Intercolonial Railway.

Before resuming with my list of names of the membership on our Western Division, it affords me great pleasure to tell you that Bro. J. Sabourin, the genial station agent at Aston Junction, is now one of us. He was the only one outside of the fold and now our Western Division is solid O. R. T.

We will now take a glance at the other members along the line. At Forestdale, one of the busiest points of the Division, two good brothers, E. A. Courchesne, agent, and A. Beaudette, night man.

Moose Park comes next, with Bro. J. A. Rene as agent, and Bro. H. Beaulieu as night man.

At Kingbury Junction we find Bro. F. A. Roy as station agent.

At River du Chesne Bro. J. Labrecque is agent. At this place there is plenty of snow in winter, but it is a good fishing place in summer. I am told that mosquitoes are as dangerous as dum dum bullets.

At Ste. Croix we find Bro. J. Guimont as agent and Bro. J. R. Poulain as night operator. I am informed that the bird without wings got back from the United States recently and that there will be an item of interest for the boys before long.

At St. Apollinaire we find Bro. D. Demers as station agent and a very busy man, with Bro. J. N. Bourque as night man.

At St. Nicholas Bro. E. Desaulniers is agent and is kept busy receiving train orders from morning until night.

At Chaudiere we find Bros. J. Doyle and J. Emond working a week nights and a week days alternately.

At Chaudiere Junction is Bro. D. O. L'Esperance, our highly esteemed secretary and treasurer.

PAULUS.

Philadelphia, Div. No. 4.

Our last regular meeting was opened with Bro. Osmond (one of them) in the chair as President *pro tem.*, which position he, of course, gracefully filled, and he was favored by having the pleasure of obligating and initiating into the delights and bounties of the O. R. T. a duo of telegraphers from the P. S. V., who will prove beyond doubt loyal and useful members of our Order. One of them, Bro. Frick, "does" the night trick at Franklin Avenue, the most remunerative office (barring the dispatcher's) on the Division. Bro. F. deserves all that's coming to him, and may his shadow never grow less—physically or as an advocate of the organization idea.

Bro. Fogely, more youthful and newer in the service, has the extraordinarily responsible job of "night owl" at end double track—"MC." The "Kid" has good timber in him and will make his mark after he strikes his gait, and his "early morning"—such as most have experienced in their "salad days"—is over.

If the many who have made promises would take their cue from these new brothers, the P. S. V. would be well represented in the ranks of the O. R. T.

A discussion as to the eligibility of an interlocker or leverman was provoked by an application from one of that class of railroad employes for membership. Arguments pro and con were advanced, our "constitutional lawyer" leading. The matter was referred.

A letter attaching a preamble in favor of further remuneration for the services of Bro. Dacres, who has done such good work as an organizer in the vicinity of Division 52, Pittsburg, was read by the Secretary. It asked the co-operation of our Division in urging Bro. Powell to place Bro. Dacres on a regular salary. The matter was discussed without definite result, and the communication referred to the Organization Committee for disposal.

Candidates were nominated for the selection of a delegate to the State Legislative Convention since opened at Sunbury. Bro. W. R. Moore was the favored nominee and was chosen by an "overwhelming vote." Bro. M. is evidently not proving a figurehead, as we note that he has been honored by having been assigned to committee work by the convention. Let us hope he may confer honor upon both the O. R. T. and the convention, and that the latter's labors may result in greatly advancing the cause of the wage-earner

in both an economic and legislative sense. Wise legislation is, possibly, primarily vital to the improvement of the wage-earners' condition and our Division did well in voting a sum to the furtherance of Fireman Howerter's candidacy for State legislator. None but a worker knows so well the needs of such in a legislative regard, for he has the knowledge acquired by experience, and having the intelligence to feel and to expound those needs, it must follow, "as the night the day," that citizens of any other class cannot so logically and naturally, so to speak, represent and champion the toiler in the legislative assemblies. It is in such bodies, dominated by men who have known "the wheel of labor," or who have studied and espoused their cause, lies a very large hope. "All things come round to him who will but wait" fits very pleasingly to Tennyson's romance, but such philosophy won't apply to the twentieth century industrial condition, though one might imagine that such is the prevailing gospel among telegraphers of this section. Corporations are the most potent illustrations of that weighty little slang word, "hustling," and it's a Chinese puzzle why a certain class of wage-earners don't learn a lesson from this source and see the wisdom of hustling for their own good. However we live in hope.

DIV. COR.

C. & O. R. R.

James River Branch:—

I looked for the February TELEGRAPHER with more than usual interest, having written up the James River Branch, and tried to make my letter fit for its columns, but alas, the "billy goat" must be fed, and my efforts met a deserved fate. I should lay down my pen without another trial, but as requested I will report our meeting of March 28, which was presided over by Bro. Bently in his usual happy and exemplary style.

The boys were out in force, and good results may be expected from our deliberation. Much discussion was provoked by conditions existing, and Bro. Stratton, who was with us, suggested such action as will speedily adjust matters to the satisfaction of all concerned.

The moral worth of our General Chairman is felt wherever he goes. We all felt that he was the right man in the right place.

Our membership is steadily growing. There were three additions at the last meeting, and there seems to be a general feeling that the right thing for every operator to do is to join the Order. Let the good work go on. I cannot conceive of a single good reason why any operator should remain outside. Just think for a moment. For what purpose are you an operator? Is it the attainment of money for your own selfish satisfaction? Is the most important object in the world yourself? If so, it is useless to talk to you of the benefit of the Organization. Outside of yourself mankind deserves not the slightest consideration. You are ready to take the best of everything regardless of the rights of others. To appeals for justice you turn a deaf ear. The fruits of another man's labor is accepted and appropriated without any dis-

agreeable feeling as to where it came from. You are ready to blame anybody else for conditions that exist, and never inquire as to whether or not you are helping to keep them so. When we ask you to join the Order, stating that your decision might influence some one else to either come in, and help us, or stay out and be a cypher, or even a minus quantity in the great sum of good, some of you say, "I do not like the way things have been, or are managed in your Order." No doubt mistakes have been made. Did you ever know or hear of any body of men, civil or religious, whose decision at all times were not questionable? To be connected with the movement of a philanthropic association is no diploma of perfection. It is, however, a bond for better conditions of the toiler as well as the tax gatherer, an instance of personal benefit through organization. Suppose you stood for a better place by reason of length of service and attention to duty than you now have, and some other man with closer relations and more influence with the powers that be, was given what you were justly entitled to, how long, it ever, would it be before you got your rights?

Are not conditions infinitely better now than they have been, and is not this directly the result of efforts made by representatives of the O. R. T.? Have you aided this movement? If you are satisfied with your salary, hours of duty, etc., then of course, you have no interest in our work, but is it not a fact that almost daily the thought that we are the poorest paid class of railway employes is in evidence?

Wages are not equally distributed. It is fair to presume that this evil will be righted only when brought to the attention of the employers by a representative of the abused class, and grievances will receive more consideration according to the numerical strength of the class he sues for.

Will you not lend us a helping hand? Our cause must triumph, and you must be either a help or a hindrance. Which are you?

—
CERT. 164.

The Ashland Meeting:—

For fear that our correspondent appointed at our last meeting should overlook and not give us a brief sketch of the good time we had on the 28th, hence a few lines.

After a few minutes' delay getting a hall on account of a misunderstanding, meeting was called to order at 9 o'clock by Bro. W. H. Hisek, Local Chairman of Cincinnati Division, Bro. N. J. Browne, acting First Assistant, Bro. W. E. Allen as Second Assistant, Bro. M. L. McNeal as Marshal, Bro. F. A. Allen as Inside Sentinel, Bro. T. A. Draper, Outside Sentinel, Bro. J. R. McAllister as Past President, and Bro. Grogan as Secretary. It has been a long time since we had such a good crowd.

Just think of it boys, twenty-one. We should try and make a little improvement and make it about thirty-five or forty. You can surely arrange to lay off one night in the month. Our meetings are the fourth Saturday each month.

Five applications for membership were handed in by the different brothers, two of them being on hand to be initiated, but owing to the fact that Bro. Harrison failed to bring the rituals we could only obligate the brothers. However, the boys should thank themselves that Bro. Harrison did forget them.

As to our Lexington Division brothers the most of them failed to get out this time. Bro. Pettus, get after the brothers down your way and impress on their minds the importance of attending these meetings each month. We have brothers that come over 100 miles every month to meetings, while we have others that never show up at all, and live within twenty miles of Ashland, Ky. This does not show up very well on some of you. Don't depend upon just a few to do all the business every month. If you got anything twisted in your cranium come out and let us know what it is. We have several that also are behind with their dues and some that are going to fall like a meteor from the heavens if they don't square up by June pay day. "A hint to the wise is sufficient."

I have just been informed by a worthy brother, who recently took a trip over the west end (Cincinnati Division) doing a little organizing as he went by, that to his surprise he never in all his life saw the like of students. He counted fifteen and he said he got tired, mad and felt just like he would rather be in the "pen" than to see what a dunce some of the boys are making out of themselves. They are cutting their own throats, but what good does it do to try to explain it to them. They know it, but won't confess; and some of these same teachers are pretending to be good Order men. If the shoe fits you, brother, wear it.

The other day I was talking to a "non" member about coming in the Order and he says, "Why, you have so many Order men that are learning 'hams.'" How does this come? They surely do not have permits from your President?" He had me. What could I say? In his conversation he said, "I am a better Order man to-day than a number I could name." And he is about right, because he has no use on earth for a student; always in your way fooling on wire, etc. These same student teachers don't know that if they get out of a job that the chief dispatchers nowadays hires a man with no experience at all rather than one with good letters and experience, as they can bluff them into anything. The other day the chief had occasion to want an extra man a few days and five or six of the boys fell over each other and said they had a man that was capable. Some of these confess to be Order men, too. What do you think of them?

—
JACK.

Mountain District:—

The regular meeting of the Mountain and Alleghany District was held at Clifton Forge, Wednesday, April 18. Meeting was called to order at 8:30 p. m., with Bro. L. E. Hick, Local Chairman Mountain District, in the chair. We had a very good attendance, about thirty or thirty-five answering to their names. Great interest was mani-

fested among the boys, and everyone seemed to be in high spirits.

Six new members were initiated, and we have the promise from several more of the boys that they will join our ranks next month. Boys, we are glad to see you have at last opened your eyes, and realize the fact that the O. R. T. is your best friend.

We had the pleasure of having our General Chairman, Bro. E. L. Stratton, with us. He gave us a very encouraging talk, which was enjoyed by all present. I think Bro. Stratton is "the right man in the right place," and is doing all he can for our good. We should endeavor, each one of us, to do our part and assist him in every way possible. I am afraid a good many of us are not taking the interest in the Order we should do. Every member has a work to do, and we should go ahead and do it and not wait on the other fellow. In your leisure moments write to a "non," and try to convert him. If he does not answer your letter try him again. Maybe after a while he will get tired hearing from you and come in.

Another thing we should attend meetings more regularly, and show by our presence that we are taking an interest and willing to do what we can for the benefit of the Order. Some will excuse themselves by saying, "It is so far and I will lose so much sleep and they will get along without me." We certainly can afford to lose a little sleep once a month, anyway when it is for our own good.

Every non-member on our Division is receiving more or less benefits from the Order, and they cannot help seeing it. But when we ask them to come in they have a hundred excuses to offer. Boys, we hope you will soon see this matter in a different light, and come out and give us your hand and help along with the good work, and I know you will never regret it. CERT. 104.

All Members of C. & O. System, Division No. 40--

You are hereby notified that my postoffice address for the present is Milton, Cabell Co., W. Va., instead of Kellogg, W. Va.

Yours in S. O. and D.,

G. P. GROGAN,

L. S. & T.

Milton, Cabell Co., W. Va., May 1, 1900.

St. L., I. M. & S. Ry.

The following letter is self-explanatory:

Editor Railroad Telegrapher:—

It has been circulated on the I. M. Ry (Mo. Div.) that I had wired the Superintendent of Telegraph of the Southern Ry. for a position on that road, with the intention of going there to help break up the strike now going on there, and I wish you would kindly publish the following in order to set me right with the boys:

I have been working as agent at Knob Lick, Mo., (a blind station) for quite a while, and was not aware of any trouble on the Southern Ry. While working at Knob Lick my salary was not very large and I had been on the lookout for something better for quite a while, and had let that

fact become pretty well known. A few days before the men on the Great Southern were called out, W. B. Pressnell (an ex-operator who has just recently quit this road to go to practicing medicine) came to me and told me that I could get a job for the Southern Ry.; that they were needing men and for me to wire the Superintendent of Telegraph and he was sure I'd get on. I wired him and he referred me to the superintendent at Knoxville, Tenn. Before I had time to write the superintendent at Knoxville I saw by the papers that the operators on that road were on a strike. That settled the matter as far as I was concerned, and I told Pressnell that the operators down there were on a strike and he replied: "Well, I know it, but I'd go myself if it wasn't that I want to practice medicine." I didn't want that kind of work and rather than go there, have accepted a position as a clerk at \$25 a month at Dexter, Mo., as I consider flunking much preferable to scabbing. Hoping that you will print this in a conspicuous place in your next issue, assuring you that as soon as I can raise the necessary funds that I will be one of the boys (O. R. T., of course). I remain.

Yours respectfully,

DON MUNROE.

Poplar Bluff, Mo., May 1.

Canadian Pacific Railway.

Mountain Section:—

Bro. Barker, of Sicamous, is mourning the death of his mother. Bro. McManus relieved there for a month.

Engineer Bro. Somes was killed while running between Donald and Beaver. His engine struck a mud slide and turned over on its side. Bro. Somes was highly thought of by all who knew him.

Bro. Morrison has been promoted from Palliser to Beaver Mouth, Bro. Sharp going to Palliser as temporary agent.

Two gravel pits have been opened west of Revelstoke.

I omitted to state in my last notes that Bro. Jelly is also the author of a popular and highly interesting novel entitled, "How to Make Hay While the Sun Shines."

It is very interesting to see how the gK "CX" is sent. Jimmy has got all the boys drilled now, and they all stand at their keys like little soldiers ready to take their turn.

It is to be hoped that the assessment of \$2 on each brother for assistance to our brothers on the Southern System met with a prompt response. The Southern men have our sympathy, and we trust they have secured a good schedule ere this is printed.

I must congratulate Bro. Edwards, agent at Albert Canyon, on the splendid photo reproduced in April TELEGRAPHER. Bro. Edwards has the full station staff on parade, including the office cat and the baggage room dog. Mrs. Edwards, a very charming little lady, is there. Bro. Robinson would call the other lady a "school marm," wouldn't yer, "RN." Ed, you really ought to make out a short report for the balance of the cat's tail.

A swell little dinner took place at Golden. Bro. Sharp entertained Bro. McManus, who was the guest of honor, and Bros. Robinson and Dunn. It was a very happy little affair. A telegram was received from Bro. Jelly, at Field, regretting his inability to be with us; also stating that he had sent a poem (written for the occasion) entitled, "What Is Home Without a Mother," to Bro. Dunn for recitation. Bro. Dunn was immediately called upon for it. It was a very touching poem, and Vivian recited it in such a heart-rending manner that tears were shed by everyone present. Bro. McManus followed with his favorite song, "She Only Had a Dollar in Her Purse," which was encored three times. Bro. Robinson sang "I Want to Go Home to Ma," with great success. Bro. Dunn followed with a recitation, "When I'm a Man I Am Going to Be a Dispatcher If I Can." The best joke was made by Bro. Sharp, who asked Bro. Robinson how he liked his new clothes. Bro. R.: "Rather nice; did you pay for them?" Bro. S.: "No; being an electrician I had them charged." As the train was not due, a little game of poker was played, after which Bro. McManus remarked that his mother knew he was out, but not how much.

Dispatcher to operator: "Find out what delayed that train."

Operator: "Engineer reports a big leak in the hay pipe where it enters straw bag."

Dispatcher: "—— ——— ———!!!"

(Operator proceeds to make out short report for pair of trucks missing from a disabled car just brought in.)

Bro. Armstrong at Illicilliwaet makes the following new suggestions for incorporation into a new schedule: That all fines be abolished, black marks used instead, a maximum to mean dismissal. If a telegrapher keeps out of hot water for a length of time then so many black marks to be deducted from his record. That the three-hour clause for regular trains be abolished. That \$3 per month be allowed for cleaning stations. That every alternate telegrapher be excused from all duty on Sundays except to attend regular trains. If required to attend other trains overtime to be paid. This could be done by allowing every alternate telegrapher off every alternate Sunday.

It is to be regretted that we were unable to go up with a new schedule with the Western Division men, who went up April 12. Various causes are assigned for this, but chiefly to indifference shown by men who should be well posted; also the delay caused by the election, which for some cause has not yet occurred, evidently not to interfere with the labors of the Western Division committee.

CERT. 744.

T., G. & B. Division:—

For months past we have noticed that this Division has been unrepresented in the columns of this journal. Many inquiries as to the cause have prompted us to once more resume operations at the old stand.

We regret very much to have to chronicle the death of Mrs. Richard Brandon, of Owen Sound,

mother of Mr. John Brandon, organizer of the O. R. T. Mrs. Brandon died on April 14, and the remains were interred on the 16th. The operators and agents along the line as a token of their respect, sent a beautiful wreath on which were the words, "The Gates Ajar," on the base of which were the initials "O. R. T." The funeral was very largely attended.

The water front at Owen Sound has presented a very lively appearance of late. The boats are being painted and put in shape for the season's traffic, which promises to be unusually heavy. The "Manitoba" was the first of the C. P. R. boats to leave this port, having sailed on Saturday, the 28th. The first boat to arrive was the "Stafford," from Gladstone, Mich., which carried 1,100 tons.

Engine No. 25, the old machine that has done duty in the yard at Owen Sound, has gone the way of all old iron and is now to be found in the scrap heap. A regular large shunting engine has arrived and is now at work.

Bro. Dave Carnegie, the night tricker at Owen Sound, it is rumored, is endeavoring to get up a class of students. He stipulates, however, that none may apply except those who have served six years at the business. Dave is all wool and a yard wide.

The truckers at Owen Sound have received a much needed raise in their wages. Hereafter they will receive 15 cents per hour on freight, 17 on wheat and 20 on coal. They formerly got 12½, 13 and 17 cents. The men are well satisfied and no trouble is expected in the future.

Bro. C. W. Moir, of Berkeley, met with a mishap a few weeks ago while kicking the semaphore. The handle flew up and struck him in the eye, and ever since his optic has been in mourning. Look out for the mosquitoes next, "Charley."

Bro. Smith, of Flesherton, has lately come to the front as a singer of no small ability. At several patriotic concerts he has literally brought down the house. We would not be surprised to see Billy on the road with some grand opera troupe before this world is much older.

The C. P. R. has made first-class improvements at Owen Sound. Recently a track has been laid through the sheds, which greatly facilitates the loading and unloading of boats.

The people of Laurel, a flag station on this branch, are up in arms against the C. P. R. for closing that station. The little building that did duty as a station was lifted on a flat car the other day and shipped to Owen Sound, where it will be used as a switchman's shanty.

General Superintendent J. W. Leonard is encouraging the agents along the line to put their grounds in a neat position. He has supplied them with a variety of flower seeds and there is no doubt but a great improvement will be noticed before the summer is over.

Great improvements will be made on the line in the vicinity of Orangeville Junction this summer. It is proposed to cut down the heavy grade south of that point and raise the track for some distance to the north. Heavy steel will also replace the light steel in use at present. The work will

cost about \$10,000. A much needed new station, it is rumored, will be erected at the junction, the present one having seen better days.

We wish the boys along the line would furnish us with news. We'll do the rest.

Yours in S. O. and D.,
W. E. BRAWLEY.

S. A. & A. P. Ry.

Since Bro. Bateman left our line two years ago, the Sap has been without a correspondent to THE TELEGRAPHER, and the writer, having missed these items badly, took the matter up with our General Chairman recently, with the result that he has been appointed to fill the vacancy.

Owing to the fact that your new correspondent is on a branch and not in touch with members on the main line, or Corpus and Alice branches, it will be impossible for him to furnish news for the System without the co-operation of the brothers of these Divisions. This month he had the promise of items from a number on the line, but up to the time of writing nothing has been received.

The fact that our neighbors, the members of the S. P., have recently succeeded in obtaining a gilt-edged schedule, has caused an awakening among members of the Order and others on this line, and it is not uncommon to hear the question, "Why can't we have one, too?"

The writer approved one application for membership in January and knows of at least four more who only need a little urging to join at any time. We are comparatively solid now and steps are being taken toward putting the telegraphers in a more desirable position.

Next month your correspondent will try to give you more in the way of news and, in the meantime, will much appreciate any items of interest which may be sent to him at any time.

L. E. WOODUL,
System Correspondent.

B. R. & P. Ry.

Middle Division:—

As our old scribe has left us, I doubt if we will be represented this month, so to avoid a blank I will try my hand and gather up a few changes that have been made since our last issue.

Business is booming, yards are full of both loads and empties on account of lack of power.

Operators are on the move all the time and it is hard to keep track of all the changes.

At Punxsutawney, nights, we find Bro. F. B. Lattimer, of the C. P. Ry., who just rolled over to us a short time ago. He is a full-fledged O. R. T. of System Division No. 7.

At Big Run, nights, we find the agent's son, Mr. McCluskey. Bro. Spanagle, formerly night man there, is at present day operator at Brockwayville.

A new night man at Stanley, whose name I have not learned, but "13" he is a brother, like all the rest of the boys on the Division.

At C. & M. Junction we find Bro. White working days and a new brother, Mr. Hyde, at night.

Bro. Youmans at Lane's Mills Junction, nights, worked a double trick on Easter Sunday, while Bro. Lerch took in the excursion over the new Division to Pittsburgh.

Bro. M. J. Orcutt, of Brockwayville, days, resigned and went to Colorado for the Midland Terminal. Bro. Spanagle takes his place. Hope he will be able to get the "ham" out before warm weather comes.

At Ridgway we find Bro. A. V. Keller, days, in place of Normile, who is off on account of sickness.

At Bradford shops, nights, we find Bro. Baxter, a new man who takes the place of Bro. Craft, who is copying nights.

On April 1 we lost our good Bro. R. W. Keyes (the Nickel Plate camera girl), who left for the West. We cannot say if he will return again or not, but we hope he will, for we miss him very much, as (Maud) was a full-fledged O. R. T., and a good hard worker and done a great amount of good for the Order for the short time he was with us. We received a letter from him a few days ago, showing he has not forgotten us. He is at home on the farm fattening up on fresh milk and mush for ten days, when he and his brother Charles, will leave for the West. We wish both success and hope to hear from them often.

Our second trick dispatcher, Lancy, was off a week the middle of the month on account of the death of his mother. Chief Dispatcher Everetts worked two tricks during his absence.

Opr. Scott, formerly of C. & M. Junction, nights, left April 1 for the P. B. & L. E., where he has bettered his condition.

Never before has there been so many O. R. T. men on the B. R. & P. as at present. You can only find two or three "nons" on the whole pike and think by the time this is set in type they will be in line. But one thing we must mention is a student in one of our offices, which is a bad mark and hope the agent will see his mistake ere he is looked down upon as a student teacher and fire him and become a member of the Order.

Do any of you know what has become of our old friend, Bro. C. F. Merchant, who was with us last fall. He is a brother of Hartford, Conn. Lerch says he'd like to hear from him. He has his book of "rules."

A MEMBER.

Pennsylvania Railroad Company.

Pittsburg Division:—

Oprs. Monahan and Reed, who have been working first and second tricks at "GU" during the absence of Frank Byers, have resumed their regular tricks.

Mr. John Cline has again returned to his regular position at "SW" as third trick message operator.

O. R. Blystone, who has been suffering with a slight attack of the "grip," has returned to duty.

W. R. Blystone has been relieving Opr. Reilley at "YU," while the latter has been moving his family from Greensburg to Youngwood. How do you like fitting up stove pipes, Reilley?

We are very sorry to learn of the serious illness of C. M. Rhoads, first trick operator at Kittanning Point. He reported unable for duty March 24, and has been very low. We miss his familiar "hist" at "KN," and hope he will soon be out once more.

Oprs. Lego and McClusky have been working twelve hours during the absence of Mr. Rhoads, on account of scarcity of men to fill the position.

Mr. S. M. Swab and Mr. Keerns, two hustling boys at Cresson, have been dropping with severe colds, but we are glad to say they both fought it off and are improving.

F. J. Veigle, better known as "Fritz," first trick man at Lily, has been serving on the jury for a few days at Ebensburg.

Miss Carey, day operator at Pitcairn, has been off duty for some time, relieved by night operator, Miss Huston. Can you see in daylight, "Rachae?"

Charles Diehl, day operator at "HJ," has been promoted to third trick at "CJ." "CN," you will have a chance to work that 200 pounds off.

C. L. Crosby, copier at "BC," has been under the doctor's care for a few days. He has improved somewhat and expects to leave in a few days on a vacation. We wish you a good time, Charlie.

Opr. Harley, at "CJ," will take Crosby's place until he returns.

James Ryan, our noble third trick operator at "CY," spent Easter Sunday with the fair sex at Altoona, and the reports are that he looked very neat in the new suit, although it was so chilly that he should have worn his overcoat, but didn't, consequently he got a nice cold. Don't do it again, "Jimmie."

Oprs. C. P. Monahan and W. Murphy spent Easter Sunday among the ladies at St. Vincent College.

Mr. Jacob Ebersole, day operator at Watt, has been spending a few days with his parents at Greensburg.

Oprs. Ryan, Kolb, Harry L. King and Wm. Murphy had business in Greensburg last week.

Harvey Gontz at "SQ," has been off duty some weeks, on account of assisting and caring for his mother at a hospital in Philadelphia, where she underwent a very severe but a successful operation. He reports her as improving rapidly. We all sympathize with you, Harvey. Nothing like taking care of your mother.

W. R. Blystone is reported as listening to the frogs at "WQ" for a few nights. He says twelve hours at night is too long.

W. Ruff and W. E. Pry have been working twelve hours at "AX" during the illness of W. E. Good. Hope there is nothing serious, "GD."

We understand Jimmie Ryan went west on No. 13 last evening, April 16. He says it don't suit him to work second trick. Seems to be some attraction down about "WF."

James Witt has been working second trick at "KR," and Charles Campbell third trick. Will you be a good boy now, Chawlie, and find out if the dog is asleep before you venture in "Dads."

Mr. John Troy and A. A. Kolb have been working twelve hours at "BN" during the absence of

Ed Smith. "Ed," there seems to be some attraction not far from "DR."

W. E. Dushane and Ed Luther are now holding down the signal side at "DR," and they say it gets very hot.

Wm. Stromer has been promoted to second trick at "BH." Are there any ladies dropping in, just to see the machines, Will?

W. A. Palmer still holds "JD" down at night.

F. W. Roth, at Lockport, is spending his vacation now. How is the baby, "Dutch?" Opr. Robinson relieved Mr. Roth.

Gilbert Cribbs has moved his family and mother from Blairsville to New Florence, and is working days at "JD." Glad to hear of your doing so well, "Gill."

Emmett Smith, who has been holding down third trick at "SQ," has been given a lift to third trick at "BH."

The operators around Pittsburg are talking of having a picnic at some convenient grove, some time in July or August. It used to be the custom of Division Opr. C. M. Schaffer to arrange for the operators' picnic, but in some manner it has been neglected for the past two or three years, and we hope it will be kept in mind this summer and the ball started rolling. We could have a grand gathering of the boys along this road, and it would be a good chance to get acquainted better than at present, although we all feel that we knew each other for a long time. Talk it up, boys, and see if we cannot have the same old picnics we used to have.

We are glad to hear of Opr. Sherrick being promoted from copier at "OD," to train dispatcher, last trick at "DC." We wish to congratulate you on your new field and know that you cannot help but make a grand success of the new undertaking.

We hope the boys along the road will see to it that if there are any "nons" around your vicinity, that you talk up our noble Order to them and see if you cannot secure their petitions. Any information you may want, write to Secretary of our Division No. 52, and he will see that you are furnished with all blanks and details necessary. You have a good chance to improve the situation, and I hope you will take advantage of it. We have nothing to lose and all to gain. Come in, boys.

"WILL U. BE." CERT. 1189.

Here is an item sent me by Opr. S. G. Clinger at "CM," dated Altoona, Pa., February 15, 1900:

"Last evening at 5 o'clock, at the residence of Mr. and Mrs. Lemmon Wissinger, 1104 Eighteenth street, Rev. J. F. Moyer united in marriage Mr. Merritt S. Bankert, of Wilkinsburg, Pa., and Miss Mamie Myers, of Altoona. Miss Loretta Wissinger served as bridesmaid and Mr. D. W. Baker, of Pittsburg, Pa., was best man. Miss Gertie Wissinger played the wedding march. Only the near relatives of the young couple were present at the ceremony, about twenty in number. At 6 p. m., the wedding party sat down to a bounteous wedding supper. The groom is a telegrapher with the Pennsylvania Railroad at Wilkinsburg, and an exemplary and prosperous young man. The bride

is an excellent young lady and well fitted for the position in life she is destined to occupy. The young couple left on the 10:47 p. m. train for Wilksburg, where they will at once go house-keeping in their own finely furnished home. The best wishes of their many friends follow them."

We certainly extend to the happy couple our heartiest congratulations for their future success. May they live long and prosper. Merritt, we will look for the cigars soon. CERT. 202.

C. & C. Division:—

Our April TELEGRAPHER came around in good time and was enjoyed by the many members of this Division. Bro. Editor Perham and his assistants certainly deserve great praise for the able journal they produce and send us.

We were sorry to learn of the trouble our Brothers are having on the Southern Ry., but we feel they are in the right and deserve our support.

"X" at "KY," had a little bad luck a few days ago and was consigned to the "Pie house" for awhile. We hope to see him back soon, as he is a good boy.

We notice "SA" at Garway is fixing up his flower beds. Send in your orders early for bouquets, and avoid the rush. I guess it goes a little slow with only one hand.

"Q" at "JR," and family spent Sunday with his parents at Westover, and reports having a good time.

We understand Mr. Burget, formerly on this Division, has secured a leave of absence on account of his health, and is now rustivating in the South.

Our chief dispatcher, "JS," took a trip over the Division a few days ago. He is a good fellow and treats the boys with all due respect. He doesn't seem to have a "big head" like so many in the same capacity that we have met.

I have just heard some good news that another "non" has come into the fold of O. R. T-ism. This leaves but one more of the stripe on the Division, and we still hope to get him.

Our esteemed friend, Bro. Dacres, passed over the Division a few weeks ago, looking after the boys in general. Come again, "JH," we are glad to see you.

In our last items from this territory, I noticed a slight error. Mr. Richards is at "GE," and Mr. Keirn is copier at Cresson.

With kind regards to all the boys, I am.

CERT. 1241.

Mountain Notes:—

Owing to some misunderstanding in dates, our notes were not inserted in last month's issue. With your permission we will step forward with a few items which we hope may be of interest to the boys on the hill.

We are glad to learn that C. M. Rhoads, at Kit-tanning Point, is again able to be out and around after his severe illness. We understand he will rusticate in the country for a short time before returning to the "coal pile." Glad to see you out again, "CV." Shake.

W. H. Lego, of the same place, has been on the sick list, but we see he has returned, and is working days until Opr. Rhoads returns.

Lynch and McClockey, both fine boys, have been doing the extra at "KN."

W. T. Rigney, the "giant," is with us again. Glad to see you back, "Pat," and hope you stay this time.

G. D. Dinges, an old veteran on the P. R. R., and for years operator on the Eastern slope, is at present taking a short vacation. This was brought about by a slight error at "AG," and from what we hear, it was not his fault, but was personal spite on the part of a conductor. That is the thanks we receive after a lie long spent in the service.

At "AG" McCrill steps into first place. You had better get in out of the rain, "AU." Lynch is holding down second trick to a "T," while Harkens, the "owl man," sleeps the last trick.

At "SF" we find two very fine and accomplished young ladies, Miss Emire looks after both tunnels in the morning, Miss Oliver in the afternoon, while Mr. Miller pounds brass at night and keeps one eye on "R." Just while we think of it, this is one of the towers where the work and responsibility has been doubled since the new tunnel has been in operation, yet we haven't heard of the wages being raised to correspond.

We will now crawl through the Portage tunnel and take a peep down the track. Here we find "AR" one of the new towers. It is made of red brick, is large and roomy. It is heated with hot water and will sport a lawn this summer. We step inside and shake hands with Mr. Dawson, who gives us a hearty welcome. In the afternoon we find a hustler, Mr. Ehrenfield, who is a son of our present supervisor at Gallitzin. At night you will find old eagle eye, Downes, looking both ways for trouble. By the way, we hear Downes is getting to be quite a ladies' man. How about it, "DW?" Better mend your ways, or we will tell "Coon."

Getting on a snapper we next whirl around the "Y" and land at Cresson. This, you know, is a summer resort, but the boys at "MO" will tell you that they are not there for their health, yet they are having lots of hard work. Stepping in we grasp the hand of T. W. Ryan, who, by the way, is president of the "City Fathers." Tom seems to be very happy and asking his leverman what all this means, Bussard tells him in a low whisper, "Has been married only a short time." Second trick we find W. J. Meehan, the sport and politician. He is an authority on all sporting and political matters in Cambria County. It is whispered that Bryan and Meehan would make a strong team. Hope we don't lost you, Billy.

S. D. Daniels, the longfellow, is doing the elegant on last trick. Daniels and Shaffer, the leverman, make a team hard to beat for "owl" duty. Further down we shake hands with Swab and Kierns at the Anderson House. These are two fine boys, who know how to make you feel at home. By the way, Dan, can't you keep Sammie at home any better since spring has rolled around?

My snapper coming close and we walk to "LY," arriving there tired, but after given the glad hand by F. J. Veigle, we feel better. Veigle has been attending court at Ebensburg and would not be surprised to see him branch out a full-fledged lawyer soon. A. Veigle is holding down the rocker from 2:30 to 10:30 p. m., when Mr. J. W. George comes in and keeps the boys awake along the road until morning. Short is all right and a fine boy to work with.

We next come to a factory that should be squelched. Boys, the times are past for that kind of work. Don't you know you are spoiling your chances for more money by keeping that up. If you would stop it, you would see that you would better yourself and the others. This thing of teaching every Tom, Dick and Harry who you know wouldn't make a good operator and be an honor to the road, just because you get a few dollars pay for it, isn't right and some day you will find it out to your sorrow. We hope you will drop them.

Coming further down the road we find L. I. Seaman, holding down his trick at Wilmore like a veteran. We next run against J. W. Pettigrew, who has his share of troubles. John, have you forgotten the good old days at "NF"?

We next find R. H. Costello, who we don't have to call all night to get a little information.

We next come to "SO" and find three fine boys, A. O. Seaman, O. Seaman and O. V. Pickerill.

We will now have to close and continue in our next issue. Boys, be loyal and show the people that we are men and can help ourselves.

"MOUNTAINEER."

Choctaw, Oklahoma & Gulf Ry.

Memphis Division:—

Boys on this Division have been playing havoc among the "nons" and while the results have been very satisfactory, yet there is lots of room for improvement. Several new offices opened recently and regret to say that they are occupied by non-members. Wake up, fellers and let's make it our business to look after this.

Bro. J. W. Cozort, the ever pleasant and popular agent at Palestine, spent a few days visiting friends and relatives in Forrest City last week.

Bro. J. W. Bolinger is working days at "CX" now, and the way he handles them work extras down there in the pit, would make any "ham" lasso a plow handle and give up the biz.

Mr. O. O. Scott, better known among the fair sex as "Handsome Olie," who was stricken down with a light attack of smallpox, is back at his old post again, and the "night owl" is experiencing no small amount of trouble answering the girls' questions about the alterations in his features.

Bro. Gratz Jones, at "W," is keeping very quiet now. Understand he has embarked in the poultry business, and when "DS" is not after him, he is pulling bad eggs and young chicks from the incubators. Success to you, Gratz.

Mr. J. C. Hurt, formerly agent at Edmondson, has been transferred to "WO," being succeeded at "BN" by Miss Marguerite Harrington.

Bro. Hunnicut is still at the old fort. "DV" don't think he has any recollection of the year he blew into that town.

Rain or shine we always hear Bro. Hahn and that familiar call, "BR." He sticks mighty well. This is about his fifteenth year at Brinkley.

There has been several changes made in our dispatching force lately. Mr. J. D. Grogan, formerly first trick, has accepted a position with the Illinois Central at Jackson, Tenn., being succeeded at "DS" by Uncle Joe Ravlin, Messrs. Hudson and Barnes working second and third, respectively. Mr. Alec Lopp, formerly with the Frisco at Fort Smith, is chief, with Mr. J. W. Ryan, from the Rio Grande as trainmaster. All seem to be very pleasant fellows to do business with.

Bro. Cavender, at "Z," is the oldest "night owl" on this Division. Wonder when some worthy day brother will accidentally turn up his toes and give him a show.

Mr. T. C. White, formerly agent at Madison, has been transferred to a similar one on the west end, succeeded by a gentleman that the writer has not had the pleasure of meeting yet, but will have a round with him before long.

Let us hear from some other worthy members in our next issue. CERT. 3850.

Notes:—

Max Campbell is working in Shawnee yard. "MX" is uneasy away from the wire, though.

O. E. Cope, formerly at "K" office, Oklahoma City, O. T., is now cashier at Shawnee, O. T., freight office.)

W. F. Hanna, at "MS" office, Shawnee shops, has been laid up several days with rheumatism.

Mr. C. A. Bradley, our pleasant-faced lineman, will soon wear one of the new buttons. Brad. knows a good thing. How is that Shawnee girl coming on, Brad?

M. E. Barnes, of Wister, I. T., has been relieving Opr. Strayer at Howe, I. T., who has been off for a few days.

Jake Lambert has been installed agent at Alderson, I. T., while Agent O. V. Lee is away on a vacation.

Mr. Land, of the Katy, is now agent at Harrah, O. T.

The Choctaw recently bought the Tecumseh Railway, a branch of about three miles to Tecumseh, O. T. J. C. Parker is agent at Tecumseh.

Traveling Auditor Gilbert has been pretty busy lately transferring different offices.

W. O. Shaffer, formerly agent at El Reno, O. T., is now agent at Hartshorne, I. T.

President Gowen and party, of Philadelphia, was recently over the line.

Opr. Mead is working nights at Weatherford, O. T., while Opr. Whitley is visiting his claim near Weatherford.

Opr. White has been night man at Rooneville, Ark., for several days.

E. M. Meyers, operator at El Reno, O. T., has accepted the agency at Holdenville, I. T., vice G. H. Stanton. Holdenville is to be the junction

joint with the Frisco extension, Sapulpa, I. T., to Denison, Tex.

U. S. Rea is our new chief dispatcher. Mr. J. C. Blaine, former chief, takes first trick.

CERT. 2820.

C., H. & D. Ry.

Delphos Division:—

In looking over my TELEGRAPHER this month I notice our items are "short," so this month I'll try to inform the boys we are still on deck.

I note our extra agent, Hathorne, of Versailles, is relieving G. M. Beggs at Stillwater this month. Mr. Beggs has gone West for his health.

At Union we find J. Embree as agent and operator.

At West Milton is Bro. Short.

At Pleasant Hill we find Mr. D. W. Embree.

At Covington is "B." Everybody knows him.

At Versailles is John Williamson "always on deck."

At Yorkshire is Bro. "S" Berger.

At Osgood is "MC" Tomy Edwards.

At "RA" is "M" Bro. J. Meyers.

At Chickasaw we find Everman.

At Celina "CA" is Mr. Hoover. At "BS" is our genial dispatcher, "M," and Mr. W. W. H. Supt.

At "ND" Mendon there is Bro. "F" Hale.

At Spencerville is "FD" Mr. DeBra.

At Delphos, the end of our trunk line, we find Bro. J. Lineman, Mr. Coble, formerly agent at Delphos, having resigned to accept the postmastership of Delphos.

Bro. Short says he "does wish the extra "pg's" run on Sunday were run on Monday or some other day. It annoys him so much to get to "Sunday school."

A young man from Versailles, Mr. Humrichouse, is the second relief agent.

We understand that the boys on the Southern are in a critical condition. Success is the earnest hope of the C., H. & D. Division No. 21.

DIV. COR.

"From the Burlington."

I expect a great many brothers on other roads would be glad to learn that there are a few solid and earnest brothers on this System. We are few, but busy workers and solicit the help of all union men. There is good material over here. A good many young men who would gladly put their shoulder to the wheel, if we could get them to understand and acquainted with our object. We earnestly request every brother that has a friend or acquaintance in our ranks to write them in regard to the Order and what it is doing for the poor down-trodden operator. If they cannot, give them a personal eye-opener. It would be of great assistance to us. There is a lot of this class, for men from our ranks are working all over the country. We have a first-class lot of officials, who would deal generously with us, were we strong enough to ask. Some say they haven't done anything. Well, brothers, you know the old saying that "What ain't worth asking for ain't worth hav-

ing." They have done more to kill the student pest than most any of us, for while a great many working here are in the fraudulent business, working against their own interest. The Burlington, in my estimation, has turned out more operators than any road in the country.

Now, brothers, if you will give us a little assistance we will be up and a-coming soon.

Expect some of our old-time men would be glad to hear from their old stamping ground here on the K. Line and Hann. We can't give locations, changes have been so many and frequent.

If this does not get in the hands of the paper trust via waste basket route, we will try and come again. Before we close we would like to say to Bro. Perham in answer to an editorial in THE TELEGRAPHER asking the opinion of the boys how the editing of the journal suited them. We are suited fine with it, think it out of sight; also proud of it and the way it is gotten up. Your are right, Bro. P., go ahead.

Yours in S. O. and D., BOB.

Baltimore & Ohio.

Cleveland Terminal and Valley:—

It being so long since I saw any news from this "streak of rust" in our valuable journal, I take the liberty of submitting a few notes.

We were all pleased to hear of Bro. Richard's sudden advance to the dispatcher's chair, relieving Bro. Griffith, who has resigned to accept a similar position on the D. L. & W. Mr. Patton succeeded Bro. "CR" at "CD." Here's best wishes for dispatchers "G" and "CR."

At "VD" we have two staunch brothers, Mr. Dutton and Mr. Byron. Mr. Dutton is day operator, and Mr. Byron makes the wires hum at night.

I understand Bro. Byron has resigned and accepted a position with the Penn. Co., near Pittsburgh. Success to you, "H." Sorry to see you go.

Bro. C. A. Holverstodt, agent at "RN," has resigned. He was relieved by former agent, McDiarmitt, of "OW." Bro. Stough, former night hawk at "SU," has accepted the agency at "OW." At "SU" we have Mr. Myers as agent, and Mr. M. T. Hill sleeps at night.

At "BR" we have the staunch and up-to-date agent, operator and fisherman, Bro. Deal. Bro. D., how about that trip down to the Ohio River?

Coming south around the curve we strike "NA." Here we have a solid O. R. T. joint. Bro. Kelley, agent, and Bro. Regan works nights, and fishes and captures frogs during the day.

Going up the hill to "DI" we find Bro. Smith at the key. Besides being a splendid agent and operator, he has quite a record playing croquet.

Next is "BO" (frog hollow), where you always find an up-to-date card. Then going up the hill to "K" we find more solid O. R. T. men. Bro. Andrews handles the train wires, three relay wires and closes switches, etc., during the day. "CA" says if anyone thinks he has a snap just come up and relieve him for a day and see. Bro. Culp does the "owl" act.

I understand we have some brothers at P. & W. Junction, but have not learned their names. Have no report from "KN." Cannot say how the Order stands. Good material there, I'm sure. At "MY," "UN" and "WN" we have very fine material, too. "F" keeps a whiddling at 'em.

At "J" we have Bro. Rowks, agent, with his dues and assessments paid to January 1, 1901. Ask him if he belongs to the O. R. T., and see what he will tell you. He is not afraid that the chief dispatcher will hear him.

Bro. Dencer, agent at "B," was lately promoted to copier in dispatcher's office. I understand Opr. Riley, formerly a C. T. & V. man, fills Bro. Dencer's place at "B," and a C. A. & C. man by the name of Sweitzer holds forth nights. Mr. Sweitzer relieved Mr. Cassidy, who has accepted a position with W. & L. E., but have not learned his station.

At "MC" (Canton Frt House), we have Mr. Henry, operator and chief clerk, ready to put his shoulder to the wheel.

At "D" is Mr. Blythe, who, I think, is coming our way soon. "CA" is still held down by Mr. Miller. "SB" is ably handled by Mr. Gibson. At "MD" we find Bro. Morris.

Now we come to the south end. At "LN" we have Mr. Bair, days, and Mr. Kittenberger, nights. Mr. Bair is taking a vacation, he being relieved by night operator, who, in turn, is relieved by a man from the C. & M.

Now we have gone over the entire line, and have not found a single student. Last week I had three applicants from farmer boys, who wanted to learn telegraphy, and make lots of money, and not have any work to do, as one expressed himself. The look I gave them would stop a street car.

In conclusion, will say Bro. A. L. Taylor, Second Vice-President, has been over the road, and has succeeded in capturing quite a number of the boys, and quite a few have promised him. Boys, if you wish to join, and cannot wait for Bro. Taylor, just call up "BO," and see if he cannot supply your wants in line of blanks, etc.

Well, if this escapes the waste basket I may have another fit in the near future. If I have missed any of the brothers please excuse the omission.

CERT. 1553.

Meeting at Newark, O.:—

It was with great pleasure that we wended our way westward on the evening of April 5, 1900, to attend a special meeting held in Newark, O., by the O. R. T.'s along this pike. 'Twas the first meeting of that kind we had been permitted to attend and may the Good Father preserve us for many more such. At each station the "flyer" stopped there would scramble aboard "one of us," all smiles, thinking of the good work that was going to be done through their assistance.

On arrival in Newark we met all the boys. There was quite a handshaking social. Afterwards we adjourned to the O. R. T. hall, where an interesting meeting took place. We give you an outline below of the good work done.

Meeting called to order at 8:20 p. m., there being thirty-four members present. Bro. L. G. Jackson appointed Chairman, and Sister K. B. Davidson, Secretary.

Bro. Caville, of "GO" office, Baltimore, gave us a very interesting talk about the condition of the Order east of the river.

Bro. Jackson introduced a paper in regard to the advertising of positions when made vacant by resignation or promotion, seniority to have preference.

Open discussion as to the adoption of a minimum salary for the new schedule.

Bros. O. A. Faust and E. N. Vanattas nominated for delegates to represent the different Divisions to meet with the General Committee at Baltimore. Afterwards decided to have but one representative. Bro. Vanattas appointed.

Moved by Vanattas, seconded by Caville, that a vote of thanks be extended to the O. R. C. for the use of their hall. Carried.

Moved by Caville, seconded by Morgan, that a vote of thanks be extended to Bro. Davis for his untiring efforts in our behalf. Carried unanimously.

After this we adjourned, took our divers ways homeward, wishing that we might have the pleasure of another meeting soon.

SECRETARY.

Kansas City, Pittsburg & Gulf.

Mena, Ark., to Shreveport, La.:—

Only a few more "nons" left, brothers, to make this Division solid. Wake up, you who haven't been doing as you should and try with us to bring in the few who haven't already come in. Only about six "nons" left now to make this Division solid.

Do you realize that the schedule we had with the old Kansas City, Pittsburg and Gulf does not hold good with this, the Kansas City and Southern Ry.? Owing to the many changes in the past thirty days I can't give a complete list as I would like to. Commencing at Mena, Mr. Pitts on days. Bro. R. Hooper, nights.

At Hatfield we find Mr. Fishback.

At Cove Bro. W. E. McDowell, agent.

At Jannsen, Coburn, days, with Bro. Wason, from Big Four, nights.

At Graniss, Bro. Johnson, agent.

At Gillham, Bro. McNew, agent, with Bro. Curtis, from T. & P., nights.

At Pullman, Mr. Box relieved Mr. S. L. Hart as agent. Can't say yet how he stands.

At De Queen, Bro. Jones, agent, with new man days.

Bro. McNeill, at same place, goes to Mansfield as agent on the south end.

Horatio next, with E. L. Hutchison as agent, with new day man and night man.

At Winthrop, Bro. E. A. Richmond.

At Wilton, Bro. H. R. Barkley, agent, with "Soldier" Kirby, nights, from Southern Pacific.

At Ashdown, day man up to date; new night man unknown.

At Hudson, Bro. Dougherty, agent, with an up-to-date card, from G. C. & S. F. in Texas.

Next is Trigg St., Texarkana, with Hunter on days, with an application in, with new man, "OX" on nights.

Next is general offices, Texarkana, with Bro. Fuller on days, with another unknown. Two new night men on. We think both up to date.

At Bloomburg, agent unknown, but up to date.

At Blanchard, Bro. A. F. White, agent.

At Bloomburg, Chairman H. L. Weston, agent.

Agent at Vivian, C. C. Willis, with R. R. Smith on nights.

At Shops, Shreveport, we are unable to say who answers "Z." CARD 6154.

The Santa Fe System.

New Mexico Division:—

Several changes have taken place during the past three months, and for the benefit of the absent brothers will show how we stand.

Bros. Youse, Zeigler and C. A. Crites constitute the day force in "WS" Raton office, with Bro. Guy Johnson holding down the night trick. Bro. Crites is a recent arrival from "NO" New Orleans W. U. office.

In the dispatcher's office we have L. H. Ball, first trick; W. L. Grey, second trick, and Mr. Dowling, third trick. Mr. E. F. Gregory, acting chief during Mr. J. C. Shaffer's absence.

At Lynn, Bro. E. C. Elliott and wife are holding down the day and night trick.

Morley we have J. T. Selering, agent, and Bro. J. L. Stayton wrestling with the night work. Bro. Selering relieved Bro. Lonergan, who took the "bumping fever" and bumped Bro. Cochran, manager at Trinidad. Bro. Selering is a recent arrival from Olathe, Kan., having traded positions with Bro. E. T. Fanning, of "RD." Bro. Cochran will try his luck with the Postal in the East.

At Starkville we have our worthy Bro. Dickson Comstock, agent, and Bro. F. Walker, day operator. Bro. Comstock, our Local Chairman, New Mexico Division, an ardent worker, has asked that his resignation be accepted on account of heavy work and ill-health. He has been relieved of the chairmanship, but his faithful work in the past will long be remembered, and we sincerely hope Bro. C. will rapidly regain his health. Appreciating his past services we know he will respond to call at any time.

Bro. E. L. Stayton, another arrival in our noble Order, is holding down the night trick at "N."

At Trinidad Bro. Lonergan, manager, and Bro. Miliken, our beautiful singer, are trying to work peaceably together as day and night operators.

At the Tower (El Moro) we have Bro. Steyl days, Henderson, nights.

Hochnes, Bro. J. T. Ryan is on leave of absence and Bro. Mason acting agent.

At Thatcher we have Bro. Schrum agent, and Otis S. Platt "night owl," both strictly first-class men, but disappointed in love.

At Bloom Bro. Sheppard is acting as agent and night operator. "W," how about the girl that left

the horse with you for security—the one you told "Mk" to watch?

At Timpas Bro. H. L. Lee is our worthy agent, and Mrs. Goff night operator.

We have only two "nons" on the Division now, and they are thinking pretty seriously of coming into the fold.

There are 853 men in telegraph service on the A., T. & S. F. Ry. We have over 950 members, including telegraphers, clerks, etc., on the System. Percentage of non-members in telegraph service about 10 per cent.

Give management praise for their fair treatment to our General Chairman and Local Chairman.

Our General Chairman reports pleasant meeting with officials at Topeka, Newton, Raton and Las Vegas, and is passing over the line, making other points.

We are very much grieved to hear of the sad accident befalling Bro. D. C. Coats, an old member of Division 23, who was murdered while on duty at Winfield, Kan., March 13. Bro. Coats leaves a wife in delicate health, and had no insurance. Any brother who feels able to give a little assistance, please remit to agent, Winfield, Kansas.

A recent letter from Bro. Harding, General Chairman, reports a pleasant meeting with all the boys along the line. Bro. H. is a good man and works like a Trojan for the Order, and will always be ready and willing to take hold of your case, so don't be a bit backward in asking of him assistance. With a little assistance from the brothers, Bro. H. is the one who will straighten out the kinks. Adois, V. L. L.

Southern Kansas Division:—

Bro. C. G. Johnson, Cedarvale, Kan., has just returned from the death bed of his mother. Bro. J. has the sympathy of the entire membership.

Bro. W. H. Shafer, Burlington, Kan., is quite gay. It's a girl.

Bro. G. R. McKinley, Burlington, Kan., is proudly reporting the arrival of a newcomer at his place. Call him "Snip."

Bro. C. A. Lamm, of Humboldt, has resigned.

Eastern Division:—

It has been so long since any items have been in THE TELEGRAPHER from this, the Eastern Division of the Santa Fe, that I will endeavor to say that this Division is doing good work for our Order, especially on the "cut-off," which is solid. I wish some of the brothers on the main line would get after the non-members over there. They are enjoying the benefits of our schedule and there is no excuse for any of them not to come in.

Bro. Harding, our General Chairman, stopped over at Gardner Thursday night, the 19th, and several of the boys went over to see him, and from what they say, our Order is almost solid from Chicago to the Coast.

I find the following boys on the cut-off:

Bros. Ed Modlin and Otto Nicholson at Holli-day. Bros. Stauffer and Mannion at Zarah.

At Elizabeth we find Bro. Carter working days. Harry is living a retired life now. One of the beauties of this job is running trains by telephone. Be sure and "OS" Craig, Harry.

At Olathe we find Bro. Ed Fanning days, and Bro. Abbott, nights. Bro. "F" came from the New Mexico Division the first of January, having exchanged positions with Bro. Sebring, who is now agent at Morley, Colo.

At Clare we find Bros. Maschall and Brunk.

At Gardner, Bro. A. P. Nicholson, agent, and Bro. W. H. Guinn, nights. Bro. Guinn also recently from New Mexico Division, exchanging with Bro. Guy Stoyell, who is at El Moro Tower, Colorado.

At Edgerton Bros. Crecraft and Watts, both good Order men.

At Wellsville Bro. Osborne is agent. We will not say a word about the night man.

Le Loup, Bro. J. A. Nicholson, agent, Bro. Whitesides, nights. We will flag by the next shack.

At North Ottawa Bros. Spencer and Crawford. Plenty of strong arm work here.

At Richter Bro. Campdoras, agent, and Bro. Fleish, nights.

At Pomona Bro. Murray, agent, also President of the Sunday-school, and Bob is also in favor of good roads.

Bros. Mahoney and Brandenburg at Quenemo.

Bros. Green and Hallum at Malvern.

Bros. Johnson and Moling at Olivet Bros. Speer and Sewell at Lebo.

Bro. Farmer, agent at Neosho Rapids. Have you quit using a train sheet, Harry? Haven't heard you lately.

Bro. Luke is the whole thing at Wiggam. Works nights and fishing in daytime.

Well, I'll cut out. Let some of the boys on this Division write occasionally. Send it to Bro. V. L. Lonergan, System Correspondent at Trinidad, Colo.

CERT. 507.

Western Division:—

A pleasant little affair that has not been mentioned in THE TELEGRAPHER to my knowledge was that of a presentation made to Superintendent Charles Dyer by a committee of Santa Fe employees at his home in Denver. Mr. Dyer resigned from the Santa Fe and took a similar position as Superintendent with the Colorado and Southern Railroad. The employees of the Western Division of the Santa Fe were sorry to lose him, and to show their high appreciation of the man who was a friend to all, no matter how humble the position, they resolved to put up a job on him and give him a surprise. Hundreds of his old employees clubbed together and purchased an elegant chest of silver and a fine leather arm chair. The committee appointed for the purpose waited on him one evening at his home and made the presentation and the surprise was complete. Of course, it all ended in a very enjoyable evening being spent by the party.

The silver chest, valued at \$1,000, is a nice gift, and would be an ideal ornament as well as of use to the home of a prince. It is a large square chest of highly polished ash, with gold trimmings and gold plate engraved thus: "Presented to Mr. and Mrs. Charles Dyer as a token of esteem by the employees of the Western Division A., T. & S. F. Ry., February 24, 1900."

Erie System.

Cincinnati Division, East:—

Owing to scarcity of room we were cut out in the April number.

We are glad to say the old Third Division is solid as of yore. The "nons" find an unhealthy atmosphere over here. We have a few yet, who have succeeded in weathering the climate by the free use of sundry kinds of excuses. They can't ring in the "hard up" racket because the B. & O. agent at Rittman, Ohio, who gets \$20 per month and a wife to keep, had the "stuff" when the organizers came. Shame on you \$45-\$55 men.

We are all sorry to lose Bro. Frank Ganyard from the telegraph service. Bro. G. was appointed cashier in freight office, Ashland. He was night operator and ticket clerk at Akron. Bro. J. S. West, of Marion Junction, nights, was appointed to Bro. G.'s place.

The double track is in operation between Tallmadge and Kent, with Bros. I. N. Geisinger, days, and Bro. S. H. Helwig, nights, at Tallmadge throwing levers.

Oprs. Ribelin and Teach working "DI."

Bro. W. E. King, of Hills, has Galion shops, days.

Bro. F. H. Cavanaugh has "YD" tower, nights, regular.

Bro. W. M. Russell, Sherman, nights, regular.

Bro. Henry Kellar, days at Silver Creek regular.

G. G. Geisinger, agent at Wadsworth, resigned.

J. F. Mumford, of Tallmadge, appointed in his place.

J. M. Wells appointed night ticket agent and operator at Ashland. Come now, "Jim," with that extra \$10 per month you ought to come in and bring Gilletly in with you.

R. S. Kennedy working Silver Creek nights regular. Time to come in now, Kennedy.

The funeral of Bro. Frank C. Jourdan was held at Wadsworth March 20. Quite a few brothers attended, also Chief Dispatcher W. A. Freese, and Trainmaster J. H. Dull. Many brothers were unable to be present. Brothers, we have lost in Bro. Jourdan's death a member we can well afford to follow. Through his untiring efforts and his faithful attendance to the meetings of old "228," we see much of the grand results in the thorough organization of this Division to-day. His services as Secretary and Treasurer of 228 were a great credit to the profession. It was indeed a sad blow to all of us to lose such a splendid and faithful member. Bro. Jourdan was the inventor of an electric clock and burglar alarm. Associated with him in the manufacturing of it were many of Galion's best citizens, including a number of the

local officials there. Bro. Jourdan contracted a cold last autumn, which developed into tuberculosis, which caused frequent hemorrhages of the lungs. He and his wife went to Texas in January in the hope of regaining his health, but it only resulted in failure. He died in the hospital at El Paso, Texas, March 13. Who will be the next? It may be you. It may be me.

Chicago Division:—

Several offices have been closed recently, owing to falling off of business. We regret to see so many extra men on the list as a result of this.

Sister Chandler and Bro. Robinson are now permanently located at Lomax. We were disappointed to find Sister C. was not able to attend the meeting at North Judson.

Bro. Fred Newell missed the O. R. T. train on the 28th ult., on account of tarrying too long at the work of repairing his "political fence."

Agents Bro. Fredericks and Oliver made a change April 10, Bro. F. going to Athens, and Bro. O. going to Serbia.

Bro. M. Sullivan was called to Canada on account of the death of his brother. We understand he will not return to the Erie. We are sorry to lose you, Mike. May success attend you wherever you go.

A meeting of the telegraphers of this Division was held at North Judson on the evening of the 28th ult. Nearly all members who could be expected were in attendance, but we were disappointed with the way the "nons" responded to our invitation to come out and take part in the interchange of views of those who are interested in the advancement of our interests. There were very few "nons" there. They won't wish to face the truth. If they would give a truthful reason for withholding their support from the Order it would only be their reluctance to give up the small amount yearly which it requires for them to show that they wish to be men among men, and manifest their desire to have a voice in the setting of a price on the only thing they have for sale—their labor. Some of these fellows will say, why don't the Order do so and so, when they must surely know it is necessary to be thoroughly organized before we can expect to secure the benefits which only come through thorough organization.

CERT. 17.

Truro, N. S., Div. No. 66.

We were late in mailing our monthly epistle for the April number of our journal, therefore, our Division did not show up in the columns of the above named issue. We shall have to wake up and get in line.

Since writing last we have heard some of the reasons why our membership has had a slight decrease last term. Some of the boys say they have a grievance and to have these grievances adjusted

they are taking revenge on their membership. Fine course to pursue, eh? Keep on, boys, in a short time you shall find yourselves greatly benefited by this act. In one or two instances it is a case of what we term swelled heads, who think that by dropping out their patronage shall affect the O. R. T. in such a way that the organization will fail to exist. NIT! We advise you to keep cool and not jump into a puncheon when a barrel will hold you.

Members of the telegraph fraternity, for conscience's sake, take a tumble and try to help yourselves along. We have all got a fair start on the way to prosperity, so now let each and every one of us try and do all we can to run over the course successfully. Do not think that because we have been successful in getting a small increase lately that we have to remain where we are. Of course, we shall have to make an allowance for some of those fellows who previous to our new schedule were receiving the staggering sum of \$20 per man, and who have been raised to \$35 and \$38 per month. They are the parties who, in a large measure have been benefited by the increase of salary and the shock has had such an effect on them that they have not yet fully recovered. I approached one of these fellows a few days ago and tried to explain to him as best I knew how what a good thing the O. R. T. was and that he had better come in out of the wet. What do you suppose his answer was? It was this: "If they give me W. V. Powell's job I'll join." Ha, ha! There were not any old bricks lying around, so I left him unmolested, but went away with the opinion that this man had gall on draft. The last we have heard of this man is that he was trying to establish a students' union, with himself as supreme head, so you see he is bound to gratify his lofty ambitions.

What we want down here for a month or so is a good, up-to-date organizer, Bro. T. M. Pierson, for instance. If he is not available, some other good man's services could be secured. I am informed by our Local President that our Division is in a healthy condition financially and we can afford to pay a man for the above mentioned services. We are dead sure there are men on this Division who, if approached, would have no objections to joining our ranks. Only a week ago I happened to meet two of the boys, and after a little conversation they did not hesitate for a moment in consenting to join the Order, and we now address them as Bro. Z. and F. We hope to meet more of the boys who will be as desirous of becoming members as you were. We shall receive them with open arms. The only type of men we object to are those fellows who, on being approached, refuse to join the Order unless they secure Bro. Powell's position after being initiated.

In closing, we extend our thanks to Bro. Dolphin and committee who so amicably settled the differences that existed between the telegraphers and the management.

Yours in S. O. and D.,

W. A. KING.

Andover, Ohio, Div. No. 36.

A number of changes have been made since writing our last letter. Our trainmaster, S. R. Payne, has resigned and has been succeeded by J. H. Reynolds, formerly yardmaster at Erie, on the Eastern Division. We can all say a good word for Mr. Reynolds, for he has done the right thing so far, and is evidently "next" to his job.

Bro. C. B. Kennedy, of Dorset, has been appointed agent at Simons, O., vice Mr. Jackson, resigned. I have not heard of any one of the boys shedding any tears of the resignation of Jackson, for he was not very popular with the employees of the Franklin Division, having had charge of several "ham factories" during his career. How could he be popular with the operators?

Mr. J. M. Kennedy, manager of the Harbor office, has resigned and accepted a more remunerative position in the office of the Pittsburg Coal Co. This company occupies rooms in the same building with the Lake Shore Ry. Co. We are all sorry to see Marion leave us, but we extend hearty congratulations on his good fortune and hope he will be pleased with his new work.

J. A. Roberts, formerly at Andover, has been appointed to take the management of the Harbor office, and at this writing we understand he is busy getting next to the various reports.

Bro. J. A. Root has again moved to Andover, and we understand Joe has a decided preference for the young ladies of that town, one young lady, at least.

Bro. Parsons is back at Kinsman, nights, after having been down in the oil country for a long time. Earl is pleased to be at home again. Bro. Rand has taken Earl's place, and is now working at Oil City, nights.

Bro. Paisley has the only snap on the Division as operator on the work train now working at Doughton. Guess Paisley is not enjoying himself by the various stories that are floating around. Such snaps are of short duration and there is nothing like making the best of a good thing.

Congratulations are in order on account of the marriage of Bro. Billy G. Humphrey, of Coalburg, and a Miss Mary Wells, of Coughton. The groom is one of the most prominent young operators on the Franklin Division, and is well liked by all the employees. The writer of this is singularly unfortunate in not being acquainted with the bride. However, we know Billy, and may be safe in saying that his bride is a highly respected and accomplished young lady. We understand Billy was so dazed on the evening of his marriage that he completely forgot at which station he wished to leave the train, and was carried by a mile—more or less. But what is a mile or two of lonely country roads, when there are two loving souls all by themselves.

To conclude my tale of woe, I will say that business is increasing rapidly on this Division, and there are statements showing that the business done for a certain period of this year is double of that for the same period of 1899. This summer promises to be a record breaker in more respects than one.

Rxx.

New Haven, Conn., Div. No. 29.

For quite a while nothing has been heard from Division No. 29, formerly Division No. 241, and I have no doubt that many of our members are wondering if we have slid off the face of the earth. Such is not the case, nevertheless, and we are still doing business at the old stand, but as several important changes have taken place in the locality of our territory within the last few months, we have not ventured off our own cellar door, in order to not impede the march of events that have just taken place, and to allow full sway to the System Division that has been lately organized, and which will now take control of all matters in the interest of the members employed upon the N. Y. N. H. & H. R. R.

Some time ago ballots were sent out to all members employed upon the above System, asking if they were in favor of forming a System Division. The vote was practically unanimous, only six voting against. Thereupon an application was made to Secretary and Treasurer Perham, signed by over seventy-five members, and this being approved by him, it is now an accomplished fact, and becomes the successor of all local divisions formerly existing upon this System. President Powell has appointed Bro. D. W. Dean, of Hills Grove, R. I., as temporary Secretary and Treasurer of the new Division, and all members of Division 29, who are employed upon the N. Y. N. H. & H. R. R., having been transferred to that Division, they will now deal with him in reference to anything pertaining to their membership, etc.

The members referred to who have paid their dues to Division No. 29, for the present term will be in good standing for the same period in the new Division, and those that have not yet paid their dues will remit same to Bro. Dean, if they wish to retain their membership in the Order.

Members of Division No. 29, who are not employed upon the N. Y. N. H. & H. R. R. proper, will still remain members of this Division, and all communications should be addressed to me as in the past, until further notice.

The forming of a System Division upon the N. Y. N. H. & H. R. R. is a step in the right direction, and will have many advantages over the old system of divisions scattered over the road, the most important being the reduction of expenses and a more efficient control of the entire membership from one base of action.

The new Division starts with the brightest of prospects and if the members are vigilant, they will have no reason to regret the temporary setback that we got last fall. We were simply victims of our own acts. We created this situation by joining the Federation of Railway Employees, from which we expected great results, and had to submit to the laws governing same. This factor no more exists, and the members are now at liberty to carry their own case to the full extent of our laws, if it should become necessary for them to do so, to obtain redress of their grievances.

I have letters on file from some of our members, criticising the actions of the General Committee and our Grand officers for their failure to

successfully carry through our movement of last year, but when all the facts are made known to the membership, they will appreciate what was done, and that under the circumstances every effort was set forth to bring the matter to a satisfactory termination. We did not succeed, it is true, in obtaining any financial results, but ask yourself if you could have done better, and why the other organizations who were up to "it" at the same time did not succeed, and you will not have to look far for the answer.

The fact that you have met with one reverse should spur you on to be more active in the future and not let up until you have won your point. If you are not willing to do so or you have not the moral courage nor necessary backbone to stand up for your rights, then for God's sake stay out of the Order, and sweat under the lash until you get your full quota of misery, and don't be always bemoaning your lot in the ears of men who have stood by the Order through thick and thin in its struggle for emancipation of your profession. Stand by your Order like those who took up your cause last year. Don't be a quitter all your life. Most of those men sacrificed their positions on the road on account of their independent spirit and stood by their guns until the last. It is true they did not lose much, but in return they have acquired the respect of every honorable man in the craft, while two of those parasites on society, who were instrumental in bringing about their discharge, are now fighting in the courts to rob the penitentiary of its just due, and others may yet be called upon to show cause why they should not take the same road.

The days of patting the members of our profession on the back to keep them in the fold has gone by. Hard facts and cold shot must be used instead. We do not go to war in these days with chewing gum as an explosive matter, nor can we ever get redress from pig-headed, stubborn railway officials, by cowering under their gaze. There is but one way to be respected and that is to show some self-respect for yourself and follow Bro. Hiller's advice, "Get up and scratch."

Yours in S. O. and D.,

JNO. R. CARDINAL.

Pittsburg, Div. No. 52.

At our meeting of April 7, a good crowd was on hand. All officers were present. Twenty-one petitions for membership were read and acted upon. A resolution relative to physical examination of operators for employment from Bro. Beam was read and referred to the delegate to State meeting of the State Legislative Board at Sunbury, on April 26. Bros. Reynolds, S. J. Kelly, H. P. Deshong, J. M. Healy, Wm. Stromer and Chas. A. Murphy were reported sick. The latter was expected to resume duty the following Monday.

Bro. A. W. Seifert presented the Division with an elaborate silk banner, 3x5 feet, engraved on same, "Pittsburg Div. No. 52, O. R. T." This banner was made by Bro. Seifert personally, and

is a fine piece of work. Resolution of thanks was adopted and sent Bro. Seifert.

Committee from union meeting at McKee's Rocks the previous Sunday was present and reported the proceedings.

The regular meeting of April 21 will go down in the history of Division No. 52 as being the largest regular meeting ever held, in point of numbers of members present. The cause for such a large crowd being on hand was the postal cards of notification sent out by the Secretary a few days previous to the meeting. The way the brothers responded was immense and showed that they had the interest of the Order at heart. Brothers from every road entering the city were present, such old-timers as Doyle, Elmer Hope and Ullery made the room look like the meetings held years ago. We noticed in the crowd the faces of Bros. Tracey, Leech, Fullerton and several other members from the P. & W.; also several new members from along the Pittsburg Division of the Pennsylvania Railroad east of Pittsburg, who had never been to the Division room before; also several new members from along the P. & L. E. and the B. & O. R. R. The P. V. & C. was represented strong, as was the Fort Wayne and some from the Panhandle route of the Pennsylvania Lines west. It would have done the heart good of some of our members who live so close to the city to have seen the many members from different roads present, who had to remain in the city over night, when those who live contiguous to the city cannot arrange to come in twice a month. Even some of those who live and work in the city cannot arrange to get in. Brothers, this is not right. You should arrange matters whereby you could get in and visit the boys.

We were also pleased to meet Bro. Wither, of U. P. System Division No. 6, and Bro. Judd, of Division No. 17, and a member of the Grand Division, who is an old visitor.

The situation on the B. & O., P. & L. E., and P. R. R. was discussed. We expect to spring a surprise to the members at our meeting of May 19, and we hope that the boys who were not present at the last meeting will arrange matters so that they can be present that night.

Bros. Whitesell, of the A. V., Deshong, of the B. & O., and Healy, of the P. R. R., were reported as being somewhat improved, as was Bro. Jack Reynolds, of the Valley. Jack hopes to resume duty May 1, and we certainly trust that he will be able to do so.

Great interest was taken in the reports read from the Southern Ry., and the Secretary furnished each member present with a copy of the *Journal of Labor* now being issued at Atlanta by President Powell, which gave a full detailed report of the doings of that section.

A committee, consisting of Bros. Doyle, Ullery and Elmer Hope, was appointed to look over the present by-laws and ascertain whether or not there is any room for improvement. This was done on account of the present stock of by-laws being exhausted, and it was deemed best to see if any amendments could be made to same before having

new ones printed. If any member thinks there is room for improvement in them and will communicate their suggestions to any of the committee named, it will receive due consideration.

Several members from the Mountain District of the P. R. R., were present and reported the success they were having in securing new members. They also reported the anticipation of having a social gathering of the members at Cresson in the month of May, when it is hoped that the brothers along the line, as well as others from the city here, would attend the meeting and enjoy themselves, as they expect to do themselves proud at this meeting. Due notice will be given each member who can attend.

Bro. Hartsough is reported as having entered the insurance business and doing nicely.

Bro. Dryden, of the Pittsburg Junction, has been promoted and is now Inspector of Signals. Good for you, George. The only suggestion we have to make is to let that wheel alone and attend meetings oftener.

Bro. Lockhart, at Glenwood, is reported as being entirely too busy to attend meetings, on account of joining a brass band. We didn't know Frank was musically inclined.

If any brother knows of the whereabouts of J. F. Cooley, a member of this Division, formerly working on the P. & W. R. R., and will notify the Secretary, he will confer a great favor.

Bro. Fletcher Crabtree has been roaming over the United States, and we now learn that he is located in Ohio somewhere. They all seem to come back to this old soil of Pennsylvania somehow.

Bro. J. W. Quigley, late of the Beech Creek, we understand has gone to South for his health and is located in the State of Georgia. We further understand he was working for the Southern Ry., but know that if he was at the time of the present trouble, he is now out with the balance of the boys, as he is too true a member to desert the ranks.

Bro. Platt, of the Pittsburg Junction, is now located with the P. V. & C. R. R. The undersigned is to-day in receipt of an invitation to attend the wedding of Bro. Platt to Miss Sadie E. Kirkwood, daughter of Mr. and Mrs. Thomas M. Kirkwood, on Wednesday evening, May 16, at 8 p. m., at the residence of the parents of the bride, 135 Main street, Carnegie, Pa. We certainly extend our heartiest congratulations to you, Harry, and wish you both success in your new undertaking. All we hope is that your wife will not keep you away from Division meetings. We will expect you around next meeting with a box of Perfectos.

Talking about weddings, Bro. Hare was best man at the wedding of Bro. W. W. Haines, of Connellsville, April 25. We expected to have a report of the same by this writing, but am sorry to say we have not received it, but hope to have it in a few days. We extend our best wishes to you and your better half, Walter.

Before closing, I hope the members will do their utmost to get after the "nons" around their sta-

tions and also attend the meetings. See if we cannot have a good crowd on hand, the same as April 21. Any news the boys on different Divisions may have and will send them to the Secretary of this Division, they will be forwarded to the Division correspondent.

We were cut out of the journal last month, and presume Bro. Perham was overrushed. This will explain why none were in the April issue.

"JIMSEY."

So. Pacific System, Div. No. 53.

Our General Committee convened in San Francisco March 8, 1900, General Chairman Bro. Geo. Estes presiding, and all local chairmen representing the Divisions between Portland, Oregon, and New Orleans, La., present, for the purpose of general legislation and discussion affecting the best interests of our members and Division.

The local chairmen included Bros. C. P. Jester, lines in Oregon; W. F. Wildman, Sacramento District; E. F. Wolever, Salt Lake District; W. E. Davidson, Western District; F. G. Wetzel, Coast District; A. A. James, San Joaquin District; W. S. Brasher, Los Angeles District; F. S. Thompson, Tucson District; R. T. Lyle, El Paso District; W. R. King, Houston District; J. R. Williams, Victoria District; F. M. Simpson, Louisiana District; Wm. Miles, Sabin District; J. M. Vonau, Morgan District.

As the details of the work and results of the labors of this able board will be shown in the near future by the issuance of a circular letter by our General Chairman to all members, the writer will only touch in a general way of his observation of the service rendered by this body of men, it having been his pleasure to sit with them through all their conferences.

The first impression conveyed was the spirit of harmony that permeated the atmosphere of the committee room. In the interchange of ideas and opinions in all debates that friendship and brotherly forbearance was always noticeable which is so necessary to the successful completion of the work of a legislative body and essential to the presentation of the membership of a great growing organization.

During their daily conferences the committee allowed brothers to visit them in committee room, and listen to the work as promulgated by their representatives and were on a great many occasions consulted, in order that the ideas of as many brothers as possible could be presented to the committee and the most good gotten from them. This plan undoubtedly was productive of beneficial results, as our visiting brothers could impart a vast amount of information to our brothers miles away with whom it is almost impossible to keep in touch on all matters affecting our Order.

The committee accomplished a great deal of good for our Division. The new schedule they succeeded in establishing with our management, effective April 1st, is far superior to the old one. Clauses which in the old schedule were misunder-

stood both by members and officials, have in the new schedule been made clear and comprehensive and cannot be misconstrued.

The meal hours in the several clauses where one hour is allowed telegraphers, mean sixty (60) consecutive minutes, and cannot be split or curtailed, and, to day telegraphers where entitled to go between 11:30 a. m., and 2:30 p. m., mean one hour off *between* those hours, i. e., he can go as early as 11:30 a. m., but *must* be allowed to go not later than 1:30 p. m., or if detained by requirements of service after 1:30 p. m., overtime for the hour allowed.

Where there are three or more trick telegraphers at a station the first trick man comes on at 8 a. m.

Where split tricks are established the trick will not be split more than once, and split tricks will not be established at stations where less than three telegraphers are located. The establishment of a meal hour for *all* telegraphers where three or more are located. The establishment of 7 a. m. as the commencement hour for day telegraphers, and 7 p. m. as the commencement hour for night telegraphers at stations where one day and one night telegrapher are located. The adjustment of the salaries of a number of agencies that were palpably too low. This was a great concession on the part of the management, as the old schedule was not opened by the management with a view of adjusting salaries, and was only accomplished by strong presentation of the facts and the fairness of our officials.

The most perplexing question brought up in committee was the consideration of the two-year seniority clause, which after long and careful deliberation, viewing the proposition from all standpoints, the General Committee in its wisdom saw fit to abrogate—arriving at the conclusion—it being retroactive the only absolutely fair way would be to date to the beginning (which the management would not tolerate) or have it date with the operation of the schedule, September 1, 1900.

This will injure no telegrapher, although it may prove a disappointment to a few who were figuring on applying for locations that the two-year clause would throw open.

It seems impossible to secure legislation affecting so large a body of men that might not appear on its face to work disadvantageously with a few, but the writer claims that every telegrapher in the service is benefited from the fact that the telegrapher now has stated hours of service, meal hour, overtime for any special service rendered, meal hours missed, or any requirements of service that keep him on duty after hours, etc., and the fact that he has a *guarantee* of present conditions.

In the new schedule telegraphers are not required to attend switch lamps except if they notice them not burning, are required to either relight them or notify the proper employe that the lamps require attention.

There were also other vital matters adjusted with our officials regarding overtime claims, etc., which were allowed by the management, and cases of worthy brothers who had been discharged for

dereliction of duty, and whose cases were reconsidered, and the brothers restored to service. Several of these matters are now pending with our General Chairman and the company.

The work accomplished by our able General Chairman and intelligent board speaks for itself, and we should all show our appreciation of the persistent and energetic work of these men, as well as the benefits we are deriving from our organization, to elevate our membership to the highest possible standard numerically and our treasury financially.

If an Order is worthy of our membership, it is worthy of our active support. Let, therefore, every brother lend his individual effort to solidify the ranks, remind his brother who may be a trifle careless that prompt payment of dues is absolutely necessary to promote our welfare, as we can do nothing without funds, and that the expense of carrying on this work is enormous. It cost \$5,000 to secure the Pacific System schedule, and \$4,000 to secure the Atlantic System schedule, and to carry on the work as proposed by the General Committee and our General Chairman in his systematic, thorough, intelligent and masterly manner, requires money, constantly for his stenographer, stationery and salary, and expenses of himself when away from his station.

We have have now one of the best, if not the very best, schedules in the United States, and the fact that we have this schedule is proof that we are employed by one of the fairest and most broad-minded railroad managements in the United States.

Let every brother feel that we are willing to give something in return for this treatment. Let every telegrapher give the company the best possible service at his command at any and all times, and thereby convince the management that, although organized labor may cost more in the beginning, in the end it is cheaper on account of the superior service derived from it. Make every effort to secure business; try and make our railroad popular with its patrons, which you can do largely by your personal magnetism and by making yourselves agreeable in the communities in which you reside.

We were all pleased to meet with our brothers, the Local Chairmen, from the Atlantic System, and it is safe to say that the O. R. T. interests will not suffer in the hands of this bright and intelligent body. The bringing together of the Local Chairmen from both the Pacific and Atlantic Systems has been educational, and we now have the ideas of all of these men as to future legislation to work on until the entire General Committee assemblies again to perfect them.

At about the conclusion of its labors the General Committee was tendered a banquet at Delmonico's, San Francisco, by the telegraphers of the Pacific System.

Too much praise cannot be given the Committee of Arrangements, Bro. D. W. Koppikus, Chairman, Bro. W. T. Masengill, Secretary and Treasurer, assisted by Bros. J. H. Leary, A. H. Iliohan, G. B. Fairbanks and J. P. Gallagher, for

the perfect detail of all arrangements pertaining to the sumptuous feast they spread before us.

The Reception Committee, Bros. Fairbanks, Gallagher, Iliohan, Crabtree, Leary, Abbott, Murray, Braswell and Adriance, received the brothers as they reached the floor of the banquet hall in the beautiful and spacious halls and reception parlors adjoining the banquet room and made the eighty-five brothers acquainted with each other, many of whom have seen twenty and thirty years' continuous railroad service, and who met for the first time.

It is seldom that a gathering of eighty-five railroad telegraphers regularly employed, can be gotten together, and it was pleasure indescribable to view this intelligent, fine-looking body of telegraphers smiling and extending the hand of true brotherhood and friendship one to the other.

The reception parlors were tastefully garlanded with ferns and choice flowers, and the banquet tables artistically decorated with long strings of smilax laid loosely on the snowy linen, and had the effect of growing on the table, intertwining itself among the dishes of choice viands, dotted here and there with violets, carnations and roses laid carelessly in the smilax, and at every third or fourth service was placed a beautiful cut-glass vase of choice flowers. Altogether the effect was quite picturesque and would have coaxed an appetite in the most confirmed dyspeptic.

At 9:30 p. m., inspired by one of Sousa's marches, played by Prof. Miltner's string orchestra, the General Committee, led by Bro. Koppikus, filed into the banquet room, followed by all other brothers and guests present.

The General Committee was seated at the head table, facing the telegraphers seated at tables forming a right angle. Master of Ceremonies Bro. Koppikus made a pleasing address, winding it up by bidding all present to eat and be merry.

The menu was all that could be desired by the most exacting epicure. It consisted of:

Blue Point Oysters on the Half Shell.

SOUP.

Consomme en Tasse.

SALADS.

Shrimp. Crab. Lobster. Potatoe.
Zinfandel Delmonico.

MEATS.

Turkey, Cranberry Sauce. Chicken.
Ham. Tongue. Salame.

Gallentine en Bellevue.

Sauterne Gunlach-Bundschu Co.

DESSERT.

Neapolitan Brick of Ice Cream. Assorted Cakes.
Fruits. Coffee.
Mineral Waters.

March—"Handicap"Sousa

The toasts were arranged and responded to as follows:

AddressD. W. Koppikus
"O. R. T.".....F. S. Thompson
Divisions 53 (a few figures).....B. A. Meyer
True BrotherhoodE. F. Wolever
The Past and PresentGeo. Merritt
The Absent OnesG. P. Jester
Our EmployersS. A. Wentworth
The General BoardJ. Shakespeare
The Fair Members.....F. G. Wetzel
Dialect RecitationA. H. Iliohan
Our LeaderG. W. Harrison
The FutureGeo. Estes

MUSICAL PROGRAM.

1. Selection from Carmen.
2. Intermezzo, Cavaleria Rusticana.
3. Waltz from the Ameer, V. Herbert.
4. Pacliacio, Selections.
5. Walz Viena Woods, Straus.
6. Runaway Girl, V. Herbert.
7. Popular Airs, C. Miltner.

Orchestra under direction of Prof. C. Miltner.

A feature of the evening that was introduced by Bro. Iliohan and afforded much amusement, was the queries he telegraphed to the brothers with a little device he worked in his hand. This particularly seemed to amuse and delight the orchestra and our attendants at the tables who were not telegraphers.

The toasts, responses, recitations and singing kept up a continual strain of pleasureable excitement, assisted by the fine wines with which we were plentifully supplied.

The remarks of our General Chairman on "The Future," were put with that easy, intelligent and connected flow so characteristic of our leader, and made the most profound impression.

E. P. Seymer, chief clerk to the Superintendent of Telegraph, was called upon to speak. He said that Mr. Donner had expected to be present, but was prevented from enjoying the evening with them by the interference of other duties. He expressed the friendly feeling that Mr. Donner entertained for our organization and its members, and of the fair and just manner in which the company had adjusted the telegraphers' grievances. He thanked the O. R. T. for the pleasant evening he had enjoyed with them, and in conclusion, spoke very cordially of Mr. Estes and congratulated System Division 53 on its wise choice of a leader.

Mr. Ellszey, also of Mr. Donner's force, spoke in a similar strain.

Bro. Burdick entertained the boys with his humorous talk and did not lack words, for he brought forth from the recesses of his coattail a large dictionary. His happy manner caused great laughter, especially so when he explained to his hearers how many points in the new schedule had seemed difficult for him to understand, but after many weary nights, had found a solution of all the intricate clauses, and showed it to his hearers in a bottle.

One of the great features of the evening was an artistic cakewalk, performed by Bros. J. H. Leary

and W. Masengill, introducing some very beautiful and intricate steps, never before presented on any stage.

The attention of members is called to the meetings held on the second and fourth Saturday of each month, at 20 Eddy street, San Francisco. Members from other Divisions as well as those belonging to No. 53, are urged to attend regularly.

It has been proposed that we give a monster excursion on the Bay of San Francisco on June 3, or thereabouts, for the benefit of our treasury. No doubt many hundreds of tickets can be sold. Our brothers in the general office have been given to understand that we can dispose of many tickets among the clerks in the large building, who are all desirous of helping the Order of Railroad Telegraphers. The brothers up in Oregon also intend to arrange an excursion for like purpose. The members are requested to offer suggestion to Bro. A. H. Iliohan, "HN" office, San Francisco, in regard to the Bay trip.

The boys on the road contributed very generously to the banquet fund, and after all expenses were paid, \$37.75 remained. It had been the intention to use this to distribute souvenirs to the members of the Division, but since the trouble has arisen on the Southern Ry., the Committee of Arrangements decided to send the amount to help our brothers there. This will, no doubt, meet with the approval of those who contributed and were unable to be present.

Altogether the banquet was a most enjoyable affair, and we hope they will occur frequently in the future, in this way bringing the boys together and letting them feel the true warm grasp of brotherhood.

Bro. Wetzel, Local Chairman of the Coast Division, was given a little reception on his return to Mayfield from committee work by a party of twenty brother telegraphers on that Division. The boys brought cigars and plenty to eat and drink. They talked over O. R. T. matters, had several rubbers of whist and pledged themselves to always wear the button.

The O. R. T. men on this coast are certainly alive and are doing everything possible to promote interest in the Order. Let the good work continue.

S. A. WENTWORTH.

In Memoriam.

So. Pac. System Division No. 53 has just sustained the loss of one of the oldest and most competent telegraphers and train dispatchers on this coast, Mr. Jas. A. Roblin, of Sacramento. Mr. Roblin was widely and most favorably known, and was especially endeared to those who knew him intimately. The following resolutions were passed and drafted at a recent meeting of our Division by the committee appointed for this purpose:

WHEREAS, Death has again invaded our ranks, and Almighty God has seen fit to remove from our midst our brother telegrapher, James Abraham Roblin, whom we all universally respected for his sterling qualities, nobleness of character and professional integrity. He has answered his "last

call" on earth, the "circuit is broken," and he is now before his Maker; therefore, be it

Resolved, That we deeply deplore the loss sustained to our craft, and to the community in which he lived, in the death of our brother.

Resolved, That we extend to the widow and orphans of our deceased brother our most profound sympathy on account of their great affliction.

Resolved, That Division No. 53, Order of Railway Telegraphers, is hereby ordered to spread these resolutions upon our records, as a last testimonial of respect we entertained for our departed brother and deep regret for his loss.

Resolved, That a copy of these resolutions be presented to the widow and orphans of the deceased.

Respectfully submitted,

D. W. KOPPIKUS,

G. W. HARRISON,

G. B. FAIRBANKS.

Levis, Quebec, Div. No. 64.

I have not seen anything from the Levis to Ste. Flavie section for a long time past. Our Drummond boys must be congratulated for the zeal they display and the many good articles they send to our interesting publication. This is the best way to keep up the interest of the members and stimulates others in a way of well doing.

We still have plenty of non-members, and I regret to state many "Black Holes," where students are allowed. The agents who permit this surely have sense enough to know that they are working against their own best interests while following this course. I wonder what the student teachers and members in arrears can tell us to justify their position after the experience we have had.

Another thing, I think the brothers should join our Western members in expressing their views on the matter of "Express Commissions." My opinion is that steps should be taken to promote our interests in connection with the express business. At the present time it does not remunerate us properly for the work and responsibility that it entails. This may look like a big contract, but we have already performed heavier tasks than this. Let us keep united and take an abiding interest in the Order, and do all possible to stop student teaching, making our ranks solid.

CARD 116.

New York, Div. No. 44.

Division 44 convened in regular session on April 4. Meeting called to order at 8:30 p. m., by L. President P. H. Enright, with all the officers at their proper station. Between thirty and forty members were present, and a very interesting and enjoyable evening was spent.

The number of petitions for membership and transfer cards presented indicates our steady increase in numbers, and an unabating interest.

All the regular and special committees report progress. On account of frequent irregularity in collection of dues and fees from new members it was decided that no application be accepted

without the full initiation fee and insurance fee. The semi-yearly dues being payable at the date of initiation.

A special meeting was agreed upon on April 25, for rehearsal of the "team," music, etc. A good time is expected, as a goodly number are to tackle the "goat."

An extra expenditure of \$25 for paraphernalia was ordered, and Bro. R. E. Enright authorized to use it at his discretion. Many communications were read and filed. As a special inducement to members to increase our membership a commission of \$2 is offered to any one securing an application with full fee and dues to June 30. This ruling expires June 30. The usual collection for refreshment purposes amounted to \$1.41.

President Enright introduced Bro. H. W. Withers, of Northern Pacific Div. 6, now with the Postal Telegraph Co. in New York, who gave an interesting account of his experience on the Southern Railway, describing the situation on that road.

Bro. Webster reported sick, and a committee appointed to call upon him.

Tickets from the Association of Letter Carriers to their annual ball were presented to Bros. Van Loon and Kipp, with a request to represent the O. R. T. on that occasion.

No further business, the meeting adjourned at 11:30 p. m.

The second meeting of the month was called to order at 11 o'clock on April 17, with Deputy Vice-President L. S. Brown in the chair.

The following deputy officers were filled pro tem by appointment: Past President, P. W. O'Lovesky; Marshal, A. Bailey; Sentinel, E. G. Fox; S. and T., Chas. Umstat.

The usual business formula was exacted, including some petitions for membership. An invitation from Elizabeth Division 24, to attend a smoker, was read and gladly accepted.

Meeting closed at 12 o'clock.

L. I. R. R. Notes:—

Through the kindness of the "boys" we offer you a little news.

Some one asks what takes Bro. P. H. E—— to Manhattan so often? "O, I don't know."

Bro. Thos. White is acting agent at Hempstead.

The official inspection of the L. I. R. R. was made by Supt. W. F. Potter and other officials during the early part of April.

The new tower at White Pot was opened for business April 18 by Bro. J. H. Loving.

Bro. W. A. Tripp, at Elmhurst, is keeping "bachelor's hall" while Mrs. Tripp is away nursing her sick father.

Bro. C. G. Curtis, Past President, Division 44, with his colleague, Bro. F. M. Copach, called on friends at Cold Spring Harbor recently.

Bro. D. A. Strohe, agent at Montauk, and Bro. E. W. Morrell, agent at Sag Harbor, represent a good guard for the Eastern end of the Montaug. No "nons" get past them.

Bro. J. W. Tucker, of Stone House Curve, is handling the agency for the Qauker Vapor Bath Cabinets.

Bro. E. W. Tuttle is transferred to the agency at Easthampton, L. I.

Bro. E. J. Kelly attends to the main and branch business at Hicksville.

Bro. A. T. Heller, at Metropolitan avenue, is bewailing his fate, when the summer season opens with its rush.

Sorry to hear T. P. G——, of Floral Park, has a serious boil, and is laying off.

We are always pleased to hear from our members, and especially when they are prospering. Therefore, we note that our efficient Assistant Secretary and Treasurer, Bro. J. Herman Van Loon, has recently received a lucrative Government appointment in the U. S. Custom Service, New York City. Congratulations Van, and success to your future career. (Thanks, Fred.)

Indications point to Bro. L. H. Potter becoming a benedict, as all his leisure moments are devoted to the attainment of that end.

Bro. A. J. Wood, towerman at Carleton avenue, has secured a patent on a signal reflector to be used in place of glass, which promises to be a success.

Bro. H. C. Montgomery, operator at Flat Bush avenue, has been transferred to the agency at Bedford Station. He was succeeded by Bro. Geo. Buckingham, better known as the "Duke."

Bro. J. L. Martin, agent at Bedford, transferred to East New York, in place of Mr. F. Ramsey, resigned.

Bro. H. E. Thompson, formerly night ticket agent at East New York, is now with the Brooklyn "L" at F. B. Avenue Station.

Bro. Frank Beall, chief clerk at F. B. avenue freight house, is making long and frequent visits to the east end of the island. He reports progress.

Bro. J. M. Wilson, known as the "Hero of the Loops," was on trial recently for violating the rules of the "Volkesfest Turnverein," but was acquitted, principally through his eloquent plea to the jury.

Bro. J. P. McCauley is practicing with the scalpel, which he expects to use with skill at an occasion in the near future.

Bro. R. M. Meaney is authority on the ponies, and makes few mistakes as to which will reach the point first.

Bros. Gleason, Dooley, McAndrews, Best, R. E. and P. H. Enright and Hinterleiter attended the smoker of Elizabeth, N. J., Div. 74, on April 14, and report an enjoyable time.

Bro. Edward Aston has no ambition to be a towerman, and says he is very comfortable when on the surface.

Bro. Hewlett, who was laid up with a bad attack of sore throat, has again resumed duty.

Bro. Webster, ticket agent at East New York, has been seriously ill with pneumonia, but expects to return to work in a few days.

We regret to chronicle, on another page, the death of our worthy Brother, W. S. Smith, who, for years, has done faithful service at Jamaica

Cross switches tower. Division 44 presented a beautiful floral pillow, with the letters O. R. T. in colors, and a representation of a system of telegraph wires with one strand broken. We have lost a faithful Brother and friends.

CERT. 117.

Philadelphia, Pa., Div. No. 30

Labor Day celebration by Philadelphians was emphatically—well—a surprise to everybody. The event was presented, to begin with, in the form of a monster procession on the evening of April 30. The daily press estimates that at least 30,000 union men were in line, and no doubt there was, and possibly more. Beforehand the unions had calculated on lining up at least 40,000 of their number. About all the trades were represented in the line of march. The line moved south on Broad street at 8 o'clock, and the last division of the parade passed the City Hall at 10:45 p. m. Floats and transparencies were in abundance, and it is plain to be seen that Philadelphia is fast becoming a union city. Let the good work go on.

The employees of the Pennsylvania Railroad here were treated with a very agreeable surprise on the evening of April 10, on the arrival of a complete B. & O. passenger train from the West to this city. B. & O. engine 1,346, coach and private cars of same company arrived at Broad Street Station about 6 p. m. as a section of train No. 8 from Pittsburg. The train continued south from Broad street a few minutes later. Another surprise—this time for the traveling public: The casual observer, on alighting from a train in the Reading terminal, will immediately be brought to face one very large advertisement, that reads in part like this: "Union Made, Douglas shoes, etc., etc., Union Made." We are pleased to see this, of course, but how did it ever get up there? Such large signs must cost something, particularly this one, so high up and conspicuous. We imagine our P. and R. friends is "mending in their understanding."

Cape May Division, P. R. R.:—

Bro. C. M. Hurff, at North Woodbury, has invented an attachment for semaphore signals. "13," it is "O. K."

Bro. J. B. Lloyd cuts in at Woodbury Heights. "JD," does chasing cows agree with your temper?

Bros. Bossler and Tuft, at Wenonah, makes "MA" solid. A very good example for those still out.

Glassboro boasts of four members. Can any station on the W., J. & S. beat that? If they can, do so.

Bro. C. F. Kier holds down "SX," the new office at Glassboro.

Bro. G. E. Nightingale devotes his time after work to raising rabbits. If in need of anything in this line, give him a call.

Bro. W. C. Riley is at "JN" for a few days. He and Bro. H. F. Riley, at Seaville, keep themselves very quiet, but do good work. We still

have a few weak spots, chief among them being "RO," "JY," "HU," "OX," and "JO." However, while there's life there's hope.

Bro. N. A. Nightingale is back at "HS," permanently we "13."

Bro. Henderson, at Port Elizabeth, finds the mosquitoes very plentiful and very, very hungry. Bro. Marts further down (Leesburg) will not be able to offer him much consolation, we fear.

CERT. —

Philadelphia Terminal Division, P. R. R.:—

Bro. K. D. Sell has returned to duty after a couple of week's sickness.

The Atlanta "SR" journal is being read with much interest hereabouts.

Bro. Dovan is taking another short vacation. Guess he's "on the fence again." Bro. W. E. H. takes his (Bro. D.) place at "K" and hopes to make a summer job of it.

Bro. Aiken, of Division 52, paid us a visit on his return from Convention of Pennsylvania S. L. B. of R. R. E.

Bro. R. H. Conway was laid up sick a couple of weeks, and is about again, spry as a thrush.

Pennsylvania State Legislative Board of Railroad Employees was in convention the 26th and 27th of last month at Sunbury, Pa., and done some excellent work. It was the most interesting assembly of the organization ever held. Next time the convention will be at Reading, Pa. A measure presented by the telegraphers was approved. This body is composed of one delegate from each local lodge and division of the five orders, the B. of L. E., B. of L. F., O. R. C., B. of R. T., and O. R. T., and at this convention the Order of Car Inspectors were admitted. The former officers were re-elected. Much good work pertaining to better legislation of railroad employes was transacted, and bring effective results.

April Meeting of the Division:—

A very interesting session was held, although but thirty brothers were present. Bro. Trasher, of Division 58, was with us, and the question of territory limits on B. & O. was discussed at length, and decision withheld till next month. Four petitions were handled, and one new member initiated during the evening. The regular officers were all present. Bills to the amount of \$16.53 passed upon. An enormous amount of business was transacted during the evening, and a considerable part had to be left over till next month. The Division adjourned at 12:30 a. m. The new S. and T. is having a big time holding his end up. Election of officers is next month (June), and don't forget this, boys. Everybody should be on hand. There will be sufficient offices for all, or the majority. The new semi-annual due period is just here, too. Everybody should hurry up and get their new card early. July 30 this term expires. Hoping that the Southern Railway trouble will soon be at an end and result satisfactory, will now make a "flying switch."

DIVISION CORRESPONDENT "169."

Grand Division

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

W. V. Powell.....President
St. Louis, Mo.
M. M. Dolphin.....First Vice-President
St. Louis, Mo.
A. L. Taylor.....Second Vice President
St. Louis, Mo.
H. B. Perham.....Secretary and Treasurer
St. Louis, Mo.

BOARD OF DIRECTORS.

C. Daniel (Chairman), Kimball House, Atlanta, Ga.
S. C. Mahanay (Secretary), Sherwood, Mo.
L. A. Tanquary, Cuchara Junction, Colo.
A. O. Sinks, Box 276, Portland, Ore.
F. J. Reynolds, Calgary, N. W. T.

ADVERTISING.

All matters pertaining to advertising will be referred to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

SPECIAL ASSESSMENT.

Account of Southern Railway Strike.

St. Louis, Mo., April 13th, 1900.

DEAR SIR AND BROTHER: At 11 o'clock, a. m., Thursday, April 12th, 1900, a strike was inaugurated by the telegraphers on the Southern Railway. This is the largest system in the South, controlling and operating nearly 6,500 miles of road.

While this huge combination of railroads is apparently in a most prosperous state, and it is reaching out its mighty tentacles, devouring smaller roads and placing itself in a position to control the railroad business of seven States, its employes in the telegraph department have reached a point where their condition is worse than that of men in similar service in Continental Europe. The remuneration offered by this Company to its telegraphers is a menace to the welfare of other telegraphers wheresoever employed.

For more than two years the telegraphers employed upon this road have been trying to bring about a change in the very unsatisfactory conditions prevailing there. Their efforts in this direction have failed, for the reason that the officials of the company have absolutely refused to consider any proposition affecting the rules, hours of work or rates of pay, notwithstanding that the General Manager agreed with me that the men could take their grievances up with their respective Superintendents, and that the same should be considered and acted upon.

Believing that the General Manager was acting in good faith, I instructed our members and the committees representing them to carry out his wishes; but evidence rapidly accumulated which proved conclusively that all of the officials of the company, from the General Manager down, were following a well-defined plan to defeat the movement contemplated by the telegraphers, and they not only refused to treat with the representatives and committees of their employes in the telegraph department, but resorted to the most nefarious and underhanded methods to destroy their organization as well.

After encountering many obstacles and experiencing vexatious delays which were a part of the plan of the officials, a few of the Division Superintendents agreed to meet committees; but, strange as it may seem, it is nevertheless true, that but few of the committeemen were allowed to remain as employes of the company long enough to keep the appointments. Not only have committeemen been summarily discharged, but other members who had the manhood to stand up and decline to surrender their rights as citizens by refusing to withdraw their membership from the organization representative of their class at the behest of some petty officials, have been dismissed.

Wherever the men showed an inclination or determination to ask for an improvement in their condition, the Division Superintendents, trainmasters, chief dispatchers and other hirelings of this gigantic corporation swarmed over the road, interviewing the telegraphers, patting them upon the back, attempting by false promises and cajolery to convince these men, some of whom were working for as little as \$18 per month, that the "company" was their best friend and that the O. R. T., which was trying to assist them in the effort to better their condition, was their worst enemy. In some instances these misguided hirelings of organized greed actually went so far as to raise the wages of a few of the men who were getting such magnificent salaries, \$1, \$2 and in rare cases \$5 per month, at the same time, however, admonishing the recipients of this bounteous evidence of their magnanimity and benevolence, that unless they immediately renounced their allegiance to the Order, they not only destroyed all chance for further promotion and increase in salary, but would be in serious danger of losing the very desirable (?) positions which they then held.

These officials never intended that committees representing the telegraphers on that road should be allowed to go to Washington (where the general offices are located) for the purpose of laying any matters before the management, and have hesitated to do nothing, no matter how despicable

THE RAILROAD TELEGRAPHER.

or treacherous, to defeat the men in their efforts to secure reasonable hours of service and a fair day's pay for a fair day's work.

All diplomatic resources have been exhausted in the effort to bring about a satisfactory settlement of the trouble, and the time has now come to force matters.

The great Southern Railway Company will learn that its employes in the telegraph department have some rights which must be respected, although working for inadequate salaries, they are intelligent, honest men, with the courage of their convictions, and that they have a powerful organization at their back to aid them in enforcing consideration of their just demands.

It will take money to carry on this strike. A special assessment of two dollars (\$2.00) is hereby levied upon each and every member of the O. R. T. not employed on the Southern road.

It is believed that you will cheerfully contribute this small sum, knowing that in time of trouble we should all stand shoulder to shoulder and aid each other.

Kindly fill out and detach the printed blank on the lower end of this page, and send it in as quickly as possible to the Secretary and Treasurer, Bro. H. B. Perham, St. Louis, Mo., together with your remittance, receipt of which will be promptly acknowledged. You will help the Southern boys and your Organization as well, in their struggle for justice and fair treatment, by remitting promptly.

With best wishes, I am yours in S. O. and D.,

W. V. POWELL.

Attest:

H. B. PERHAM,

Secretary and Treasurer.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. W. V. Powell, President, St. Louis, Mo.; H. B. Perham, Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairmen. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Local S. & T., Drayton, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

No. 2, WASHINGTON, D. C.—Meets 1st Saturday in each month at Society Templars' Hall, 5th and G Sts., N. W., Washington, D. C. E. F. Broome, Local Pres., Benning, D. C.; V. Marcinkowski, Local S. & T., 813 6th st., N. W., Washington, D. C.

No. 3, HARRISBURG, PA.—Meets first Tuesday evening at 8 o'clock p. m., and third Sunday at 2 o'clock p. m., of each month in Ensminger

Building, corner Third and Cumberland sts., Harrisburg, Pa. H. B. Oleweine, President, 633 Muench st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m. at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. H. L. Brown, Local Pres., 3814 Parrish st., Philadelphia, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairmen, E. T. Nickel, G. C., Amsterdam, Mo.; P. H. Williams, Local S. & T., Amaret, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Millard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. K. Root, Local S. & T., Pine Bluff, Wyo.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 3d Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local Pres. and Local S. & T., 835 Elk st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. W. B. Dobbins, Local Pres., North Vernon, Ind.; J. F. Davis, Local S. & T., Lock Box 79, North Vernon, Ind.

NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. H. Morris, Local Pres., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.

NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Local Pres., Orano, Me.; E. L. Keyes, Local S. & T., Great Works, Me.

NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., at 619 6th st., Parkersburg, W. Va. P. Costello, Local Pres., Belpre, Ohio; G. J. Steurer, Local S. & T., 626 Depot st., Parkersburg, W. Va.

NO. 13, DULUTH, MINN.—Meets 3d Sunday of each month at 8 p. m. at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Local Pres., 1620 Oaks av., West Superior, Wis.; D. A. Short, Local S. & T., 1620 Oaks av., West Superior, Wis.

THE RAILROAD TELEGRAPHER.

- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Local S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shepheld, Local Pres., Alexandria, Ont.; R. E. Allison, Local S. & T., Greenfield, Ont.; P. D. Hamel, Asst. L. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. p., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. W. H. McNabb, Local Pres., St. Thomas, Ont.; B. Knight, Local S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. J. B. Coniff, Local Pres., 1206 Guilford ave., Baltimore, Md.; J. B. Finnan, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock p. m. at 1008 Lipscomb st., Fort Worth, Texas; C. A. Burton, Local Pres., H. & T. C. Ry., Frt. Office, Fort Worth, Texas; C. A. Burton, L. S. & T., 908 Jarvis st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, Local S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. J. E. Hunsberger, Gen'l Chairman, Elmwood Place, Ohio; A. C. Bushaw, Local S. & T., 1617 East 5th st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; L. D. McCoy, Local S. & T., Gibson Station, I. T.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. W. T. Casey, Gen'l Chairman, Local Office, A., T. & S. F. Ry., Kansas City, Mo.; J. A. Newman, Local S. & T., Wicnita, Kan.
- NO. 24, WILLIAMSPORT, PA.—Meets last Friday of each month on 3d floor Postoffice Building, Main st., Lock Haven, Pa. A. T. Mulhern, Local Pres., Farrandville, Pa.; N. F. Braucht, Local S. & T., McElhatton, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Local S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. D. Wright, Jr., Local Pres., Brunswick, Md.; E. L. Harrison, Local S. & T., Brunswick, Md.
- NO. 27, LOUISVILLE, KY.—Division covers the Louisville, Evansville & St. Louis Railroad System. Meets subject to call of Chairman. E. P. Roach, Gen'l Chairman, Germantown, Ill.; Jos. Watchinger, Jr., Local S. & T., Bartelso, Ill.
- NO. 28, PEORIA, ILL.—Meets 3d Sunday afternoon at 2:30 at Odd Fellows' Hall, 122-124 S. Jefferson st., Peoria, Ill. J. R. T. Auston, Local Pres., Peoria, Ill.; F. M. Widmeyer, S. & T., 604 Ravine av., Peoria, Ill.
- NO. 29, NEW HAVEN, CONN.—Meets on 3d Sunday morning of each month at 10 o'clock at K. of P. Hall, 45 Wall st., Bridgeport, Conn. T. O. Tiger, Local Pres., 53 Broad st., Stamford, Conn.; John R. Cardinal, Local S. & T., 151 Wallace st., New Haven, Conn.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Local Pres., 1225 Sansom st., Philadelphia, Pa.; James Hutton, Local S. & T., 1464 N. 52nd st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; Jas. F. Burnett, Vice Gen'l Chairman, 1206 W. Markham st., Little Rock, Ark.; Sidney C. Mahanay, Local S. & T., Sherwood, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. A. R. VanGeisen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.
- NO. 34, BOSTON, MASS.—Meets 1st Sunday, 10:30 a. m., and 3d Saturday, 8:30 p. m., of each month at Rathbone Hall, 694 Washington st., Boston, Mass. R. R. McDougall, Local Pres., 17 Northfield st., Boston, Mass.; C. R. Withrow, Local S. & T., Westville, N. H.

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- NO. 35, PROVIDENCE, R. I.—Meets 1st Saturday in each month at 8:30 p. m., and 3d Tuesday at 9:30 a. m., at K. of P. Hall, 193 Westminster st., Providence, R. I. Geo. E. Joslin, Local Pres., Auburn, R. I.; F. L. Fowler, Local S. & T., Box 152, Auburn, R. I.
- NO. 36, ANDOVER, O.—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Local Pres., Williamsfield, O.; T. D. Dellmin, Local S. & T., Gen. Del., Youngstown, O.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Galion, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Tuesday evening at 8 o'clock at N. E. corner Broad and Third sts., Columbus, Ohio. L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 727 N. 3d st., Saginaw, E. Side, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Milton, Cabell Co., W. Va.
- NO. 41, ST. JOHNSBURY, VT.—Meets 3d Wednesday of each month at 8 p. m., at K. of P. Hall, St. Johnsbury, Vt. C. A. Ranney, Local Pres., Danville, Vt.; E. M. Stone, Local S. & T., White River Junction, Vt.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 43, CONCORD, N. H.—Meets 3d Saturday of each month at 8 o'clock p. m. at Capital Hall, No 19 Warren st., Concord, N. H. W. H. Meserve, Local Pres., Penacook, N. H.; W. B. Drown, Local S. & T., 300 Center st., Newton, Mass.
- NO. 44, NEW YORK, N. Y.—Meets 1st Wednesday evening each month at 8 p. m., and 4th Sunday morning of each month at 10 o'clock, Brotherhood Hall, Third st. and East av., Long Island City, N. Y. P. H. Enright, Local Pres., 133 Felix st., Brooklyn, N. Y.; J. F. Hinterleiter, Local S. & T., 149 5th st., Long Island City, N. Y.
- NO. 45, SPRINGFIELD, MASS.—Meets 3d Sunday in each month at 2 o'clock p. m., at Central Labor Union Hall, S. E. Cor. Harrison av. and Dwight st., Springfield, Mass. D. J. O'Connell, Local Pres., 71 Everett st., Springfield, Mass.; J. B. Belding, Local S. & T., Gilbertville, Mass.
- NO. 46, WORCESTER, MASS.—Meets ——— F. H. Bates, Local Pres., Sterling Junction, Mass.; J. F. Mullen, Local S. & T., Clinton, Mass.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coalton, Ohio; H. C. Mitchell, Local S. & T., Uniapolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. S. Hill, Gen'l Chairman, Montrose, Colo.; L. A. Parkhurst, S. & T., Room 6, Union Depot, Pueblo, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B, Portland, Ore.; A. O. Sinks, Local S. & T., Box 276, Portland, Ore.
- NO. 51, GROVE CITY, PA., Division covers P., B. & L. E. Ry. System. Meets subject to call of Chairman. William A. Gorton, Gen'l Chairman and Local S. & T., Grove City, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. S. J. Konenkamp, Local Pres., 2705 Jane st., S. S., Pittsburg, Pa.; J. W. Barber, Local Sec'y, 256 S. Highland av., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 20 Eddy st., San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel, of the Coast District, presiding. George. Estes, Gen'l Chairman, Roseburg, Ore.; E. F. Wolever, Asst. Gen'l Chairman, territory west of El Paso, Texas, Beowawe, Nev.; W. R. King, Asst. Gen'l Chairman, territory east of and including El Paso, Texas, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View Sta., San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. J. F. Coleman, Acting Local S. & T., Wickes, Mont.

THE RAILROAD TELEGRAPHER.

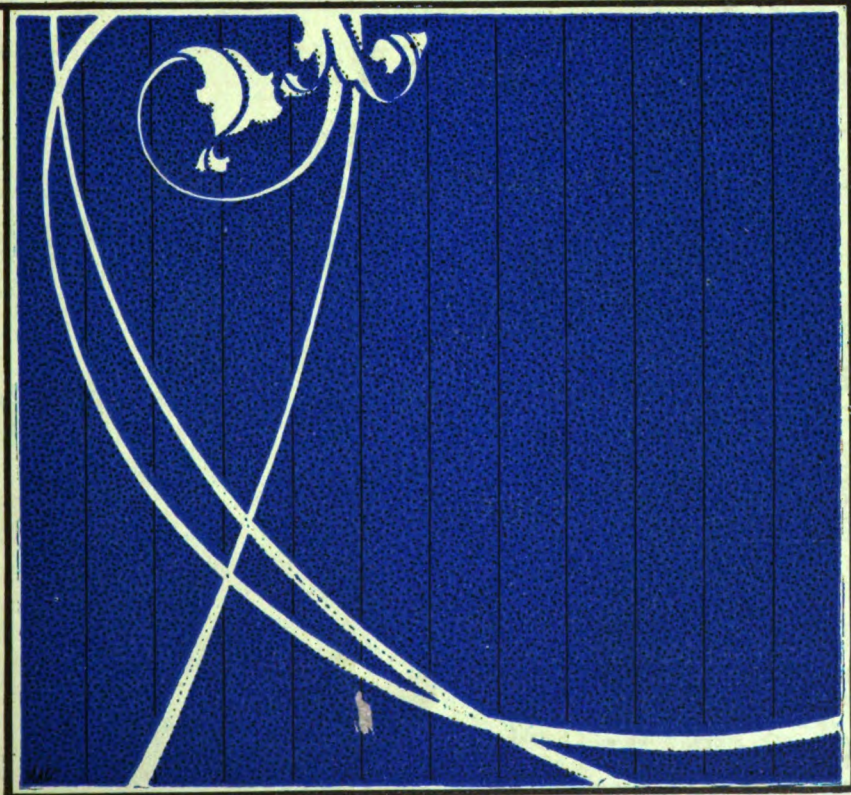
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; J. W. Girt, Local S. & T., Navarre, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; W. H. Harris, Local S. & T., care H. & T. C. Frt. Depot, Fort Worth, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3 floor Western Union Bldg., 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemoor, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacook, N. H.; J. C. Miller, Local S. & T., 46 Summer st., Chelsea, Mass.
- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; H. F. McDonald, Local S. & T., Pocatello, Idaho.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Local Pres., Causapscal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. J. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnelltor. W. Va.; F. C. Moran, Local S. & T., West Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 116 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Local Pres., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Offices, Ogden, Utah; C. N. Custead, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; O. L. Rudisail, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m. at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 913 N. Fourth st., St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday evening of each month at 8 p. m. on 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 526 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av. 3d floor, Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; V. H. Cain, S. & T., 769 Oak st., Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago and Northwestern Railroad. Meets subject to the call of Chairman. C. A. Ransom, Acting Local S. & T., 501 School st., Beloit, Wis.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.

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COLUMBIA
UNIVERSITY
June, 1900.



THE RAILROAD TELEGRAPHER



PUBLISHED AT ST. LOUIS MO.
BY THE ORDER OF RAILROAD TELEGRAPHERS.

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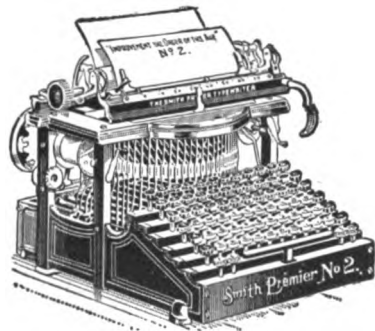
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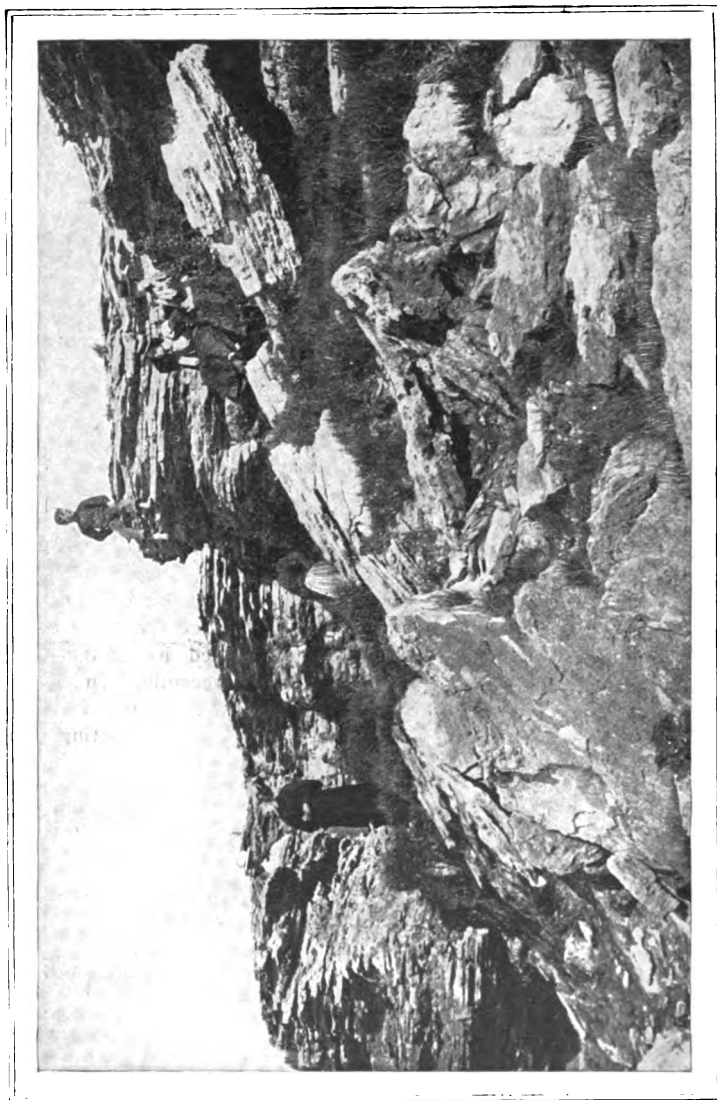
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SPRINGS, OAWKER. KAN.**

(Courtesy The Missouri Pacific Railway.)

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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JUNE, 1900.

No. 6.

EDITORIAL

CONSPIRACIES AND INJUNCTIONS.

IT IS the experience of all organizers of wage earners that where the workers are well used and fairly paid it is almost impossible to organize them. The converse is also true, for where men are harshly used and poorly paid there is little difficulty experienced in forming them into a solid phalanx ready to contend for improved conditions.

This is one reason why the Federal injunction business, as applied to squelching labor troubles, can be looked on with a certain degree of equanimity by those who hold the cause of justice above other considerations. The tyranny of the courts and the evident unfairness of the proceedings can have but one effect, and that is to harden the heart of the masses against the classes and strengthen the union spirit. It is by such means true progress is made. Yes, and made faster than by any methods known to organizers. The working people may yet get into a little trouble through showing contempt of court, but that trouble amounts to nothing to what

will ensue when the courts get into contempt with the people.

One of the worst instances of arbitrary injunctions since the Debs case is that of the one issued by Judge Freedman of New York recently. In this decree the strikers were restrained from "interfering with, annoying, accosting, threatening, waylaying and following the plaintiffs and their employes and from loitering around, picketing, patrolling and standing in and about the street and sidewalk in front of the premises, and the streets and avenues adjacent thereto, and from loitering at or near, picketing, patrolling, waylaying the plaintiffs and their employes, and persons seeking employment of the plaintiffs, on the street and sidewalk in front of, adjacent to, and at the houses of the plaintiffs, their employes and workers, and from doing any act or thing, the commission of which has the tendency or effect of molesting the plaintiffs and their employes in the quiet and peaceful enjoyment of their business and their coming to or going therefrom.

"Further, pending a determination of this action the defendants are restrained

from 'paying any persons any sum of money for picketing, patrolling and loitering about the plaintiffs' premises, and from any interference with, annoyance, threats and insults to the plaintiffs and their employes and workers and persons seeking work in plaintiffs' factory, whether in the streets or on the sidewalks adjacent to the said factory in any other place, and from paying or offering or promising to pay to any former employe of the plaintiffs any sum of money for the purpose of inducing such person or persons to refuse to enter plaintiffs' employment, and from paying and promising to pay to any former employe of the plaintiffs any sum of money for the purpose of continuing organized, concerted and combined action on the part of said former employes of the plaintiffs, with the object and purpose of interfering with and preventing the plaintiffs from carrying on their business."

The Cigar Makers' Journal, commenting on that, says: "Just think of it, while we are enjoined from doing violence, something nobody had ever thought of or contemplated, to the manufacturer whose employes are locked out because the people in another factory were on a strike, they are enjoined from spending their own money or accepting any one else's money. In other words, the manufacturers enter into a combination to and do lock out their cigar makers, thus placing them in a position where they are unable to earn any money or to work, whether they want to or not, and then they find an obliging judge to issue an injunction saying that no one shall give these people any money. Just get this proposition in its true light: The bosses lock them out, no chance to earn a dollar, and the judge says that we nor anybody else shall give them a cent. In substance, they are told that they can starve and by due process of law.

In previous issues of THE RAILROAD TELEGRAPHER mention has been made of a bill introduced into Congress by Mr. Ridgely of Kansas which seeks to limit the meaning of the word "conspiracy" and also the use of "restraining orders

and injunctions" as applied to disputes between employers and employes.

It is House Bill No. 8917 and it is now in the hands of the Committee on Judiciary. As this Committee is, wholly, or in part, composed of lawyers, men who have had a lifetime of training in conserving the interests of property, a favorable report is hardly to be expected. The testimony in favor of the bill given before the committee was certainly inspiring from a humanitarian standpoint. Many advocates of justice were there, notably Mr. C. S. Darrow, Mr. Sam'l Gompers, Mr. Thos. I. Kidd, Mr. Max Morris, Mr. John B. Lennon, Mr. Andrew Furuseth, Mr. Hugh Fuller, (representing the B. L. E., B. L. F., O. R. C., B. R. T. and the O. R. T.) and others. Their testimony went to show that injunctions issued by Federal Courts resulted in the imprisonment of men without jury trial and in some cases without the defendants having wilfully and knowingly ignored the decree of the Court. That in the Debs case every citizen of the United States was restrained by order of the Court, but that only members of the American Railway Union were jailed for contempt and that in spite of the fact that they proved they had committed no crime or perpetrated no wrong.

The representatives from the people are in favor of making it unlawful for Courts to issue restraining orders or injunctions in cases of disputes between employers and employes, also that no one should be punished for criminal conspiracy unless an act had been committed, which in itself would constitute a crime.

The trend of the questions and arguments made by members of the Judiciary Committee was that no restrictions of this kind could be made without it being class legislation. Whatever the action of the Judiciary Committee may be with the bill or the final disposition made of it by Congress, there is much to be said: The Courts have more power than is compatible with safety. Their privilege of imprisoning men for contempt who have never been before the Court and perhaps never heard of the Court's injunction; men who have not been guilty of unlaw-

ful conduct; also of construing a labor union to be a conspiracy and a boycott an incitement to unlawful acts, should be promptly annulled.

For reasons before stated, taking such important privileges away from the Courts might have the effect of retarding the rapid growth of the Organizations that is now taking place, but, on the other hand, it would prevent serious trouble that may be expected from the unorganized and down trodden if the Courts are to be allowed to continue in the enlargement and scope of their jurisdiction and privileges.

THE INDUSTRIAL COMMISSION REPORTS.

THE Industrial Commission has prepared its report and submitted the same to Congress. It covers the entire field of industry and touches upon all the points at issue between labor and capitalists. It is to be noted that the Commission endorses and recommends most of the reforms that labor has been contending for of late years. Among the recommendations made are the following:

That Congress ask all States to adopt uniform laws regulating the length of the working day for young persons between the ages of 14 and 21 in factories; the employment of children under 14 to be prohibited except in shops, and not unless the child has attended school for at least 12 weeks in each year; that the eight-hour day be established as to all public employment; that all the States should limit employment in underground mines to eight hours a day, except in cases of emergency, and that no women or girls and no boys under 14 should be employed.

That no person under 18 be employed as a telegraph operator on railroads; that all engineers and switchmen be examined for color blindness; and that it be made a misdemeanor for an engineer or switchman to be intoxicated while on duty.

That all the States should provide that laborers be paid in cash and not in goods or due bills; that provisions for the fair weighing of coal at mines, in order that the miner may be compensated for all

coal having a market value should be adopted, and the miners should have the privilege of employing a check weighman at their own expense.

That, while admitting that writs of injunction are sometimes really necessary, the practice of awarding blanket injunctions against numerous unnamed defendants, as well as the practice of indirectly enforcing the contract for personal service by enjoining employes from quitting work, should be discouraged, not only by popular sentiment, but by intelligent, judicial opinion.

That the United States Bankruptcy act be amended by giving a preferred lien to employes for debts due for wages and salaries.

That the importing and sale of convict-made goods from one State to another be prohibited.

That the sweat-shop law and the factory act of Massachusetts and New York be uniformly adopted.

That Congress adopt a consistent code of laws regulating all matters concerning the employment of railway labor, which code should be made binding in accident cases, whenever they are tried in the Federal Courts, without regard to the laws of the State or Territory where the accident occurred.

That the right to be employed and protected without belonging to a union should be preserved, and that making it a penal offense for an employer to exclude union labor only is unconstitutional; the statute should apply to union and non-union labor alike.

That a strike shall always be legal, except when conducted on a public employment in such a manner as to injure the public safety or health; and, on the other hand, that a boycott or combination to injure or control the liberty of an individual is always illegal, sometimes criminal, and that a reasonable statute to prevent abuses in the use of private detectives or other armed bodies of hired men, to defend property or newly engaged employes, in times of labor troubles, should be enacted by Congress.

The Commission reports that arbitration and conciliation laws in the States have

been found effective for the purpose of conciliation, but that the strict arbitration machinery rarely performs its functions well. The national arbitration act of 1898 should be made clear. Whoever inaugurates a lockout or strike without first petitioning for arbitration, or assenting to it, should be subjected to an appropriate penalty. The parties should be permitted to choose arbitrators and each side should be compelled to abide by the decision.

The Commission recommends the establishment by all the States of labor bureaus, who shall exchange their statistics and reports and hold a national conference, one each year, to recommend legislation on labor subjects.

THE SOUTHERN RAILWAY STRIKE.

THE strike of the telegraphers on the Southern Railway, inaugurated April 12th, 1900, has been called off and the Southern Railway placed on the telegraphers' unfair list. Very few of the members of the Order who struck returned to their positions, preferring to take their chances in some more favorable locality, with the idea that anything or nothing beats employment on the Southern. There is an old saying that "There is only half a cent difference between the man who works and the man who don't." This surely applies to those positions on the Southern Railway that have been paying from \$18 to \$35 per month for fourteen and often more hours' work each day, and worse still, every day in the year including Sundays and holidays.

Since the old employes stepped down and out the company has been forced to raise its mean salaries, as men could not be found who could be tempted by the old rate of pay. Nearly every irresponsible tramp telegrapher in the country flocked to the Scab Route standard during the continuance of the strike, and the class of work now being done over the Southern's telegraph lines would strike terror to the hearts of passengers if they clearly understood its significance.

The following letter, published in the *Journal of Labor* by President Powell, is self-explanatory:

ATLANTA, GA., May 8, 1900.

Pursuant to the authority in me vested, and in accordance with Sections 113 and 119 of the Laws of the Order of Railroad Telegraphers governing the protective department, and referring to my circular under date of April 12th, 1900, in which notice of the inauguration of a strike on the lines of the Southern Railway was given, I hereby serve notice on members of the Order and non-members co-operating with them, that the strike will be formally discontinued, effective at 11 a. m., Tuesday, May 8, 1900.

Those desirous of making application to the Southern Railway for employment should do so after the hour and date named herein, although we are of the opinion that the ends of all will be best subserved by your seeking employment elsewhere, and not attempting to return to the service of the Southern Railway.

It is to be regretted that some of the purposes for which the strike was inaugurated are not entirely successful.

Had all of the membership of the organization and those who agreed to support it in this struggle remained loyal to the cause, it would have been possible to give to you the notice of complete victory. The ignorant and unsophisticated, the reckless and the depraved; those lacking in brain and stamina, who have scabbed on their fellow men during the trouble are more in evidence during this controversy than any other of which we have knowledge in recent years.

Were it not for the fact that the sympathy of mankind throughout America is with us in this struggle, and that the power of the boycott, when scientifically applied, is of far greater strength than the power of a strike we should hesitate, even at this time, in declaring the strike feature of the controversy discontinued, but believing that it may be a matter of from sixty to ninety days before the Southern Railway will realize that its best interest lie in the direction of recognizing the telegraphers and granting their reasonable demands, it is thought best to give to you

the right of honorably returning to the employment of the Southern Railway if you choose, or to secure employment on other lines of railway or in other walks of life, while the struggle is being continued along other lines.

Every lawful resource known to us has been used in combatting the Southern Railway, and we have no apologies to make to anyone, neither do we ask any quarter. We have only words of praise and commendation for members of the organization and non-members, who have so loyally assisted in this struggle, and a feeling of pity for those who have so lacked in the essentials of manhood as to scab on their fellow men, who were engaged in a struggle for the rights vouchsafed to all in the magna charter of these United States.

It would have been far better for the Southern Railway to have met its telegraphers on the same plane of equity and fairness as other railway companies meet their telegraphers, and to have adjusted so far as possible the things complained of than to have spent up to this time more than one million dollars in attempting to do what is impossible—the destruction of the telegraphers' organization on their lines. The cream of the telegraph and station service on the Southern Railway is involved in this strike. The destruction of this service in itself is a loss that the Southern Railway Company will not recover from for years to come. These men will readily find employment on other roads, for the reason that they are manly, self-reliant, capable and trustworthy in every sense of the word. They will not be discriminated against because they have seen fit to remonstrate against the denial of the Southern Railway to their Right of petition for redress of wrongs.

It is such struggles as this that awaken in the breast of mankind the thought whither are we drifting, and causes them to analyze the fundamental principles of human rights as guaranteed by the Constitution of the United States, and to make comparison with the method of their application by those in charge of the people's affairs. The latent spirit of justice in people is fast developing, and ere long

these great corporations that are now audaciously strangling the people's rights will be effectively curbed and brought to a realizing sense that the human interests have prior rights to those of any other.


Those wishing to communicate with me further in reference to matters growing out of this controversy or otherwise will please address me in care of the Kimball House, Atlanta, Ga., until May 13, after this date to my regular office address, Fullerton Building, St. Louis, Mo.

I wish to again thank the loyal members and non-members who so valiantly upheld the principles of the organization in the strike of the Southern Railway Telegraphers, and assure them of my everlasting appreciation and gratitude. The fight against the Southern Railway will never be stopped by the organization until such time as it concedes the things demanded by its telegraphers, the refusal of which led to the inauguration of a strike on the Southern's lines at 11 a. m., April 12th, 1900.

With best wishes, I am

Fraternally yours,
W. V. POWELL, President.

UNION PACIFIC HOSPITAL FUND.

FTER many years of litigation, the Union Pacific Hospital fund that was collected before the property went into the hands of the receivers is about to be distributed to the people who helped subscribe the amount from their wages. On Monday, June 4th, 12,267 employes and former employes of the Union Pacific began receiving vouchers in the distribution of the fund, the amount of which is said to be in the neighborhood of fifty thousand dollars. The claimants will receive sums from four cents to fifteen dollars. It will probably be recollected that in a decision and order made by Walter H. Sanborn, Judge of the United States Circuit Court for Eighth Judicial District, after hearing arguments on the exceptions, filed by the petitioners, to the report of the Master in Chancery, he announced that where agreements are made between receivers of a railroad property or their managing officials, in the operation and control of the lines of railroad in possession of the receivers appointed by a

Court, and their employes, regarding schedules of wages and other conditions of service, that such schedules create contractual relations, and all of the stipulations contained therein must be rigidly adhered to and carried out by the receivers and their managing officials. That where the officials of a railroad company institute a medical department and levy assessments on their employes by deductions from their wages to create a Hospital Fund for the maintenance of such medical department, the fund so created and all property and appliances purchased with the moneys of such fund belong to the employes, collectively, who contributed thereto. This action was brought about at the instance of the Order of Railroad Telegraphers and resulted in establishing several principles. It was, of course, the outcome of other litigation. The Order's petition regarding the Hospital Fund requested an exhibit and accounting from the receivers of all properties and money belonging to the fund, amounts collected, disbursed, etc., the creation of a Board of Management, consisting of the direct representatives of the employes in each branch of the service, to assume general supervision and administer the trust of the Hospital Fund.

An accounting was given to the Order by the receivers, but they then contended that the surplus money in the Hospital Fund, which amounted to about seventy-five thousand dollars, belonged exclusively to the company, their successors or assigns, and therefore the fund was part of the old company's assets. That when an employe contributed his monthly assessments the company assumed the risk of his becoming ill, and when that month expired the contribution belonged to the company absolutely. Our contentions were that this surplus fund and all property representing disbursements of the fund belonged to the employes contributing thereto, collectively; that they were real owners and proprietors, and individually they were entitled to be paid and receive their pro rata share from the trustee.

The Order's contentions were upheld and fully acquiesced in by the Court, and upon the delivery of the Union Pacific

Railway to the purchasers the surplus moneys in the Hospital Fund, together with the proceeds of sales of all properties belonging thereto, were to be equitably divided among the employes according to their several interests.

Brother M. M. Dolphin acted as counsel for the Order and argued the case in Court all through its various phases.

THE SOUTHERN BOYCOTT.

SINCE the Southern Railway has been placed on the telegraphers' unfair list it has attracted considerable attention from interested parties who desire to gauge the strength of this arm of the telegraphers' protective association, the O. R. T. The result will surely demonstrate once more that one man cannot oppose twenty thousand or more and make a success of the undertaking. Ticket and Freight Agents who come in direct contact with the people, whose advice as to the routes is generally heeded, are deserving of respect from railroad managers.

Freight Agents, Ticket Agents and Station Agents are nearly all telegraphers; they are either members of the Order of Railroad Telegraphers, or have been such, or they are in sympathy with its aims and objects. Corporations, as such, have few real friends among the people, less still with those corporation employes who have been subjected to their oppressive methods and are powerless to help themselves. Men may be in appearance docile and thoroughly subdued by circumstances but when there is a chance to rap their natural enemy over the knuckles they do not fail to do it.

A personal letter has recently been sent out to ticket agents on the Southern line which is an indication that some one in that territory is getting hurt. It reads as follows:

WASHINGTON, D. C., May 15, 1900.

PERSONAL.

To Ticket Agents, Alexandria, Va., to Burfords, Harrisonburg and Round Hill, Inclusive:

GENTLEMEN—Under date of December 15, 1896, I wrote you the following letter, and, as there seems to be some inclination to

overlook these instructions, I again invite your attention to the same, and ask that you observe them strictly in the future, as it is very essential that you should do so at all times.

"Complaint is made that our agents between above points do not control sufficient business emanating at or near their respective stations when destined to remote points on or beyond the lines of the Southern Railway, South, Southeast, and Southwest, including points in Texas, Mexico and California, but that what travel is moving is allowed to go out through our short and unprofitable gateways, over competing lines.

To the end that we may control all this travel for our own lines, you will please in future, in all cases, take the full name and address of intending travelers destined to various points named above, with the time of proposed starting, number in party, and all other necessary information, and furnish to Mr. L. S. Brown, General Agent, Washington, D. C., by letter, and if time is limited, wire him so that prompt and energetic steps may be taken in securing this business for our lines. You will not in any case write, wire or give verbal information relative to such business to representatives of any other lines. Reservation of Pullman space should be made by letter, or wire when urgent, on Mr. Brown, stating date and train on which desired, and destination.

You will also destroy folders out of date, and make application for others when supply is exhausted, especially if applications are made by passengers for same. Advertising matter of competing lines should not be conspicuously posted around the station."

Please acknowledge receipt and say if understood.

Yours truly,

W. A. TURK,
General Passenger Agent.

This would indicate that our friends on competing lines have not been asleep. Some through business will of course originate on points controlled exclusively by the Southern but the sooner it is off their right of way the safer it will be. The road is run in a slovenly and reckless manner.

More short and damage claims are traveling along that line to the mile than perhaps any other road in the country. The men are not paid enough to make them value their positions, and if anything goes wrong it is easy enough to get a better job elsewhere.

The accounting department at Washington is no exception to the rule, and the cheap clerks employed there are not able to keep up with the game that is being played along the line.

BANQUET TO W. B. DODDRIDGE.

THE employees of the Missouri Pacific and Iron Mountain Railway Systems tendered a testimonial banquet on the evening of June 7th, to W. B. Doddridge, their former general manager, at the Southern Hotel, St. Louis, Mo.

The tables were set in the ladies' ordinary and covers were laid for one hundred and fifty, a number of those invited being unable to attend on account of being detained in other cities on account of business engagements. After an elaborate menu had been served, J. E. Osborne, master of ceremonies, called for order and introduced the toastmaster, William Ryan. The first speaker was James Corrigan of Kansas City, who presented Mr. Doddridge, on behalf of the employees, with a large casket of silver containing a hundred and more pieces. Accompanying the casket was a horseshoe of white roses. Mr. Doddridge made an appropriate and fitting response, which was received with loud applause. Joseph Florey responded to the toast of "The Railroad and Its Opportunities;" J. H. Harrod to "The Railroad Man as a Citizen;" H. L. Rimmel to "The Loyal Employee," and Frank P. Sargent to "Our Guest." The toastmaster afterward called for impromptu remarks and a number of those present added their approval to what had already been said. The occasion was one long to be remembered by those who were fortunate enough to be present and a delightful testimony of the esteem in which Mr. Doddridge is held by employees and fellow officials.

MEXICAN RAILWAY LAW.

IT SEEMS strange that a country that has made so much progress as Mexico during the last decade should cling so tenaciously to the custom of imprisoning railroad employes who have been concerned in a remote degree with a railroad accident. It is not only absurd but manifestly unjust and in a great measure demoralizing to the railway service of Mexico. It is safe to say that in no other country outside of the American Continent, and even there only in the Latin section, are such barbarous customs in vogue. An editorial on this subject in the *Railway Journal* recently says:

"One cannot but commend the encouragement offered railway construction in Mexico, but every true American becomes indignant at the way our trainmen are treated in that country, particularly the engineers and conductors in cases where anyone is injured. There is a law in Mexico which prohibits those not associated with the railroads from using the company's property for a private thoroughfare, yet every time a native becomes injured or killed by accident from trespassing on the railroad track, the engineer is arrested by some petty officer and is held from three days to two years in jail, without as much as a hearing. Even in case of a wreck on the road, if anyone is injured thereby, the engineer or conductor, sometimes both, is arrested and held legally responsible for the results of the accident. As the most of the trainmen of Mexico are citizens of this country it is natural for us to feel indignant at such iniquitous practices on the part of the Mexican officials. The state of affairs have become such in that country that when the least accident occurs on a road there, the engineer has to quit the country in disguise immediately to escape unjust punishment from the hands of a few petty Mexican officials. It looks as though something could be done in this matter through the solicitations of American representatives to the Mexican courts. If the fault lies with the laws of that country the attention of same should be called to the solons of Mexico, but if it is only prejudice on the part of unscrupulous officers the mat-

ter should be presented to our Secretary of State. American engineers and conductors do, not create wrecks nor run trains over people intentionally, and they deserve to be accorded proper treatment in all cases of this nature when they happen in Mexico, as well as in the United States."

There are no more careful and conscientious men anywhere than are employed on railroads, and the people of Mexico should be brought to a realization of that fact. While wheels run on rails accidents are sure to occur, and up to this time human ingenuity has not been able to prevent them. If governmental supervision is deemed necessary, investigations can be arranged by the proper authorities and those found guilty of criminal negligence punished, but the custom of incarcerating innocent parties every time an accident happens should be abandoned at once.

Fifteen years ago, when railroads were comparatively a new feature of Mexican life, there might be some excuse for the ancient *Alcalde* methods being applied to railroad men, but the laws that were framed when the ox team and the burro were the only means of locomotion are not suited to the era of fast express trains with all the modern appliances.

As late as May 14th, 1900, we find the following little story going the rounds of the daily press, emanating from El Paso, Texas:

"Frank L. Howard, an American railroad man who has been employed as freight conductor by the Mexican Central on the division between Jimulco and Jiminez, was liberated from a Mexican jail under romantic and dramatic circumstances."

Several days ago one of Howard's crew was injured by falling from the train as it was running through the yards at Jimulco. The conductor, under the Mexican law, was held responsible, was arrested and incarcerated in the town jail to await trial.

During his stops in the town he had made the acquaintance of *Senorita Marie Gonzales*. After he had been in jail three or four days this young woman plotted, and, by the aid of her sister, accomplished


the release of Howard. The sister decoyed the jailer from his post, and Marie, with a crowbar that she secured from the railroad, broke the lock that held the wooden door of the dungeon. She handed the liberated man a knife and pistol that were concealed in the folds of her skirts, and the young American ran to the railroad and caught a north-bound train and crossed the line into the United States Saturday night.

Howard said that while he was locked up he had nothing to sleep on but the floor, that the cell in which he had been confined was like a tomb, with no light or ventilation save a little aperture in the cell door."

There is no good reason why a conductor should be placed under arrest because a brakeman accidentally fell off the top of his train; the passengers might as well be arrested as the conductor for they were no more nor no less to blame. Such accidents are liable to happen at any time, and every man that earns his subsistence in the train and engine service is aware of the fact. This matter should be taken up through the proper official at Washington, and the good people of Mexico made aware that such indignities offered American citizens are not to be quietly condoned.

THE RAILROAD TELEGRAPHER does not advocate a vigorous foreign policy for the United States, as that term is generally understood, but insists that all countries must be made to treat American citizens on a basis of equity. If their laws will not permit it the inequity of the law should be aired by means of diplomatic correspondence, and that alone would do much toward correcting the evil.

RAILROAD ORDERS IN POLITICS.

HE railroad labor organizations of Colorado are going to make their influence felt in State politics. A preliminary meeting of members of the various railroad orders was held in Pueblo recently, at which time steps were taken looking toward united political action in the coming campaign. Fair men are needed for the bench and the legislature, and the only way to accomplish this desider-

atum is for organized workers to attend the primaries and then stay with the fight until the last ballot is cast and counted. Brother L. A. Parkhurst, Secretary and Treasurer of the D. & R. G. System, Division No. 49, Chairman, and Brother E. J. Taubman of the Brotherhood of Railroad Trainmen, Secretary, of the Joint Committee. By request we publish the following invitation to the Colorado State Convention of the Brotherhood of Locomotive Engineers, Order of Railway Conductors, Brotherhood of Locomotive Firemen, Order of Railroad Telegraphers, and Brotherhood of Railroad Trainmen:

To the Officers and Members of the Above Organizations, Greeting:

I have the pleasure of informing you that representatives of the five railroad organizations of Pueblo, Colo., met together on April 17, 1900, and arranged for a State Convention, to be held in Pueblo, Colo., Monday, June 25, at 10 a. m., under the auspices of the B. L. E., O. R. C., B. L. F., O. R. T. and B. R. T.

We desire to have an enjoyable reunion along social lines, and also to devise means whereby we can take a collective part in the election of members of the State Legislature.

The conditions bearing upon railroad organizations, and their success or failure, are ever changing, and there never has been a time when the forces that we must keep pace with have been as active as they are at present. There are many features entering into our success or failure as individuals and as organizations, which need improvement to bring our methods up to date.

Each organization will have some important suggestion, and when the five Orders are heard from, the necessity of this convention will be apparent.

Beneficial results will surely follow impassionate conferences, and a revival of interest in this manner.

It takes earnest enthusiasm to make Labor Unions a success, and there are no societies depending upon volunteer effort for success that meet as seldom as Railroad Orders.

Make a business of this business matter and elect three delegates to represent your

Lodge and notify all members of the five organizations, that they are cordially invited to be present.


Lodges will furnish their delegate with a letter, bearing seal, this being their credential, and entitling them to vote in the convention.

Headquarters to be arranged later. Address all communications to undersigned.

E. J. TAUBMAN,

Secretary Joint Committee, 128 East Fourth St., Pueblo, Colo.

SNAP SHOTS AT THE ST. LOUIS STREET CAR STRIKE.

 CITY of 700,000 people. Indolent, good-natured, take-it-easy people. Corrupted representatives bartering away public franchises. A combination of all street car lines but one, into a ninety million dollar trust. Stock watering and financial ballooning. Labor's turn next. Men working all day and half the night for \$1.75. Many wait on duty all day for a chance to earn a dollar and then do not get it. A \$12,000 manager supplanted by a \$4,000 sweater. A contract, made and signed lived up to by the men disregarded by the company that had agreed to it. Then ultimatums and a strike, and 300,000 daily patrons of the street cars walk.

A citizens' committee organized to wait on the President of the street car trust. A dingy little den, corner Fourth and Olive. Whittaker & Hodgman, Stock Brokers. All the usual paraphernalia appertaining to high-class gambling. Stock reports, tickers and tough faces. A typical place for trickery, stratagem and depredation under the wing of the law. An attorney who receives \$25,000 a year salary, boasts of having started life as a boot-black. It is a reflection on boot-blacks and a warning. A beautiful oration on the rights of man from the boot-black attorney. It ends with something that looks like a concession to the men. Close examination proves it to be a bad nut. The committee repairs to Walhalla Hall, strikers' headquarters. A lodge room of the ordinary type, well used and worse worn. The grievance committee are men far above their station in life, quiet, well spoken,

level-headed fellows who could get along in any country. It's a wonder such men find themselves forced to strike to have their merit recognized. Citizens' committee carry propositions to and fro for a day or two, but shifty tactics, coupled with evident insincerity on part of the company representatives, brings negotiations to a standstill. Other committees are formed later, but with substantially the same result. Meantime 300,000 people walk miles to work and miles back home. And this condition continued in St. Louis, Missouri, for a month, and up to the time of going to press, there were no signs of abatement. The Union sentiment in St. Louis is strong. The unsolicited and spontaneous boycott of the street car company is a feature that was never calculated upon by the officials. Where the community can show such forbearance for strikers under such galling conditions, the star of hope is in the ascendant, for such people will free themselves from franchise grabbers and men manipulators in the course of time. About ten per cent of the street cars are running, but with not enough patrons to pay for axle grease. It is said the company is losing over \$15,000 per day and the men are as firm as ever.

"THE COLORADO ROAD."



WING to warm weather and the snow melting in the mountains, causing freshets, the Colorado and Southern Railway has been bothered considerably with washouts lately in addition to its other troubles. This has necessitated employing large gangs of extra men and the expenditure of money, which accounts for the following item in the *Denver News*:

Some of the laborers discharged Saturday night have a grievance. One hundred bronzed-faced men invaded the basement of the State capitol yesterday afternoon and hunted out Labor-Commissioner Smith, before whom they laid complaint against the Colorado and Southern.

William Y. Odell, a union broommaker, was a member of the party and acted as spokesman for the railroad men. He said: "Two hundred and fifty men living in Denver, who have been working as extra

gang in Platte canon, were discharged by the Colorado and Southern Railroad Saturday night and told to report at the office of the superintendent Monday morning and they would be paid off. The men did as they were told, but were informed that it would be several days before the company would be ready to give them their money. These men have been discharged and need the money that is coming to them."

The men told the Commissioner that they were promised \$1.75 a day by the

company, but to earn this amount they were obliged to get up at 4 o'clock in the morning, be in the railroad yards at 5:30 ready to leave on the work train; work all day, eat a cold lunch and arrive home at 8 o'clock in the evening.

Sixteen hours' laborious work for the sum of \$1.75! It is a wonder that human beings can be found to think so much of money as to work that long for so little.

The Colorado and Southern is earning an unenviable reputation as a labor sweater.

Editorial Notes

There will come a day when men who are earning \$12 per day will not be satisfied with \$2 in wages.

Do not forget that the Southern Railway and the Colorado & Southern Railway are both on the unfair list.

Strikes, boycotts and injunctions indicate increasing intelligence and consequent restlessness on the part of the working people.

No strike was ever really lost. The effect of the effort worked silently for the betterment of the oppressed, even though the actual movement was squelched.

They say, "Settle your grievances at the ballot box." Honest Injun! might we not as well expect to perfume the ocean with an ounce of lavender water as to try that remedy at present?

In these days of industrial slavery, freedom is to be won only by thorough organization. Those who do not admit it to-day will be enthusiastic on the subject after awhile. All that is necessary is for the employer to rub it in on one side and union men on the other.

Seven hundred and five new names added to the mailing list, and ten hundred and ninety-six addresses changed in the month of May, furnishes some idea of the volume of work such minor details create.

The wage earners of Colorado are the best organized of any State in the Union. When the Colorado and Southern flaunts its banner as the "Colorado Road," that is surely a travesty on the fair name of the State.

The strike on the Southern Railway has been called off, and the road put on the unfair list. It will be fun to see them fight the Bogy man that's coming after the interest on their bonds and dividends on their stock.

The banner division of the Order of Railroad Telegraphers and the largest local organization of railroad employes anywhere is that of Southern Pacific System, Division No. 53. It boasts of 966 members, and will pass the thousand mark before long. Canadian Pacific Railway System, Division No. 7 comes next with 887 members.

At the meeting of the Colorado State Federation of Labor, held at Cripple Creek, June 6th, the initiative and referendum action in putting a State ticket in the field was affirmed. Bro. M. J. Galligan, of Division No. 49, is on the ticket for Judge of the Supreme Court; he will have the full support of organized labor throughout the State.

It was at first intended to publish the portraits of the Southern Railway Scabs, but as only a few pictures were obtainable, and those few not fit to make half tones from, it was decided to serve all alike and publish an official list of all the names and issue it to the membership as a supplement to THE RAILROAD TELEGRAPHER. Such a list will be handy for reference in the future.

A typographical error on page 370 of the May issue puts our good friends, the Southern Pacific Co. officials in the wrong light. It should have read that the Southern Railway was tyrannical with both the employes and the public. The officials of the Southern Pacific Company have treated their telegraphers with uniform courtesy and kindness, which fact is appreciated by their fellow craftsmen wheresoever.

The Seaboard Air Line has inaugurated a thorough train service to and from Philadelphia and New York to and from all points in the Southern States. Our members and friends should see that the Sea Board Air Line is patronized liberally, thus furthering the boycott against the Southern. The Southern has strong competition to nearly all points and we should

at once actively begin the crusade against its business.

The General Committee of the Western Division of the Canadian Pacific Railway has been in session securing a revision of their schedule. Substantial increases in salary were granted by the Company, and several articles in the schedule amended in such a manner that great benefit will accrue to the telegraphers on the Western Division. It is by such business methods that real and substantial progress is made for the telegraphers.

We have received a copy of the revised edition of *The Trackman's Helper*, a book of instruction for track foremen and section men. It tells everything about track work and does it in such an easy unconventional way that it is interesting even to those not engaged in the business. The author and revisers are evidently men who write from actual experience. The book is bound handsomely in cloth covers and is sold by the Roadmaster and Foreman of Chicago, Ill., price \$1.50.

The Brotherhood of Locomotive Engineers' Convention was held at Milwaukee, Wis., commencing May 9th and remained in session until the end of the month. The election of officers resulted as follows: P. M. Arthur, Grand Chief Engineer; C. H. Salmons, Second Grand Engineer (editor of the *Locomotive Engineers' Journal*), Geo. A. Pearson, F. G. A. E., J. C. Currie, S. G. A. E., A. M. Cousins, T. G. A. E., Benjamin Evans, Guide, George Dority, Grand Chaplain. The next Convention is to held at Norfolk, Va., in 1902.



THE MUTUAL BENEFIT DEPARTMENT

ASSessment No. 18 IS DUE ON
JULY 1, 1900. TIME FOR PAY-
MENT EXPIRES AUG. 31, 1900.

CLAIM No. 33.—Amount \$300; was paid March 24th to Mrs. Susan Roemer, of Milaca, Minn., the sister and beneficiary of Bro. E. A. Herschback, of Northern Pacific System, Division No. 54, who was killed in an accident at Centralia, Wash., December 11, 1899.

CLAIM No. 35.—Amount, \$300; was paid April 7th to Mrs. Elizabeth Price, of East Broad Top, Pa., mother and beneficiary of Bro. Geo. C. Price, of P., B. & L. E. System, Division No. 51, who died from inflammation of the stomach January 6, 1900.

CLAIM No. 37.—Amount, \$1,000; was paid May 12th to Mrs. L. V. Bierman, of 326 South Stricker St., Baltimore, mother of Bro. Geo. W. Bierman, of Baltimore Division No. 17, who died from the effects of appendicitis January 5, 1900.

CLAIM No. 38.—Amount \$1,000; was paid May 12th to Mrs. Ella May Hill, of Corinne, Utah, the widow and beneficiary of Bro. V. A. Hill, of Southern Pacific System, Division No. 53, who died from the effects of typhoid fever January 22, 1900.

CLAIM No. 39.—Amount, \$500; was paid June 2d to Mrs. Anna McLaughlin, of Peru, Ind., the mother and beneficiary of Bro. J. P. McLaughlin, of International and Great Northern System, Division No. 25, who died from the effects of appendicitis February 17, 1900.

CLAIM No. 40.—Amount, \$1,000; was paid May 25th to Bro. W. P. Goodwillie,

of 1635 South 22nd St., Lincoln, Neb., the widower and beneficiary of Sister Maude Goodwillie, of Duluth, Minn., Division No. 13 who died from puerperal septicemia, February 25, 1900.

"GOOD RISKS" IN INSURANCE BUSINESS.

"A man who gets a policy from us has the equivalent to a certificate of good moral character, as well as of physical health," said the inspector of one of the largest and the strictest insurance companies in the country. "Often we turn down persons recommended by the medical examiners because we find that their occupations, methods of recreation and conditions of life are unfavorable to their reaching old age. There is little we don't know about a man when we are through with our examination."

Although each applicant is judged on his individual merits, there are certain occupations that are practically prohibitive. Men engaged in any form of liquor business are considered bad risks, especially those concerned in the retail traffic. Even brewers and hotel proprietors are regarded askance, and, if accepted, have to pay heavy premiums. Some companies have a rule barring them altogether.

Explorers, especially those bound for Arctic and Antarctic regions, are not wanted by reputable insurance companies, and all travelers are subject to special rates, those in torrid countries especially. Miners, divers and men who work on church steeples and other lofty building are held to be bad risks.

Soldiers and sailors are under the ban, although individual cases among these are differentiated. It is an accepted fact among insurance companies that great Generals outlive famous statesmen.

Gleanings

The English workingman has 268 working days in a year.

* * *

The American Federation of Labor gained 150,000 members during 1899.

* * *

The eight-hour system has been inaugurated on the police force at Memphis, Tenn.

* * *

The eight-hour day has been enforced in nearly all cities and towns in New England.

* * *

Seventeen States and Territories have laws forbidding the practice of blacklisting employees.

* * *

The difficulty between Typographical Union No. 6 and the New York Sun is still unsettled.

* * *

In Great Britain last year there were 711 strikes, and it is estimated that 15,000,000 days were lost to workingmen.

* * *

It costs 74 cents in wages to produce a pair of men's fine grade, calf, welt, lace shoes, single soles and box toes.

* * *

Let us have faith that right makes might and in that faith let us dare to do our duty as we understand it.—*Abraham Lincoln*.

* * *

Average wages of cloakmakers in sweatshops of Cincinnati is \$9 per week for family of six persons, living in two rooms.

* * *

The World's Labor Congress will hold its sessions in Paris from September 23 to 28. Delegates from every country will be present.

* * *

The bakers of Chicago are soon to begin a movement for a shorter work day, as well as for the abolition of unsanitary shops, particularly those bakeries occupying unhealthy basements.

Trades unionism has had a phenomenal growth in Georgia in the last year. There are three times as many local unions and four times as many organized workers as one year ago.

* * *

It is reported that soundings have been made in the Atlantic with favorable results for a projected cable between Iceland and the Faro Islands, and that the laying of the cable will be begun this summer.

* * *

To-day is the time to do a lot. As far as you know, to-day is the only day of the year. Do your level best to-day without regretting yesterday, save to profit by its omissions, or worrying over tomorrow, save to provide against its demands.—*Hugo L. Schaefer*.

* * *

A railroad school for candidates and men in training for appointment in the regular permanent service in the operating department of the Prussia state railroads has recently been opened at Berlin, and six hours' instruction is given each week for a year in a regular course.

* * *

Sir Henry Fowler, in a recent speech before the British Society of Arts, urged the necessity for a British cable system entirely under the control of the Government, as there has been much criticism since the South African war began of the arbitrary methods of the Eastern Cable Company, which has a monopoly of the wires to Africa and Australia.

* * *

Orders were issued May 21st detaching twelve cadets from duty on board the New York and Texas, and assigning them to duty with the torpedo station at Newport. Ten older officers will also be attached to the station. These officers will form a class which will receive wireless telegraphy instruction.

The hostility of many employers to members of trade organizations rests solely on the ground that union workmen demand what they consider just wages, while the non-union employe takes what he can get. The one gets his rights through organization; the other suffers through the weakness of individual effort, and the weakness of the latter is the unjust employer's opportunity.

* * *

The French Minister of Commerce has organized a "Workingmen's Council," which is charged with the duty of consulting and advising the officers of the government in all matters affecting trade unionism, strikes, wages, hours of labor, etc. The council is to be composed of fifty-six members—twenty-two to represent employers' associations, twenty-two to represent labor unions, three Senators, five Deputies, and four nominees of the Minister of Commerce.

* * *

Now that the Holland has become a naval vessel under the terms of the contract, the Government must proceed within a reasonable time to provide a commander and crew for her. Notwithstanding the novelty of the craft and the element of danger supposed to be involved, there is no lack of applicants for the first command from junior naval officers. The disposition is to refrain from ordering anyone to the post, but to give it to a volunteer.

* * *

The annual soiree of the Royal Society in London, England, is usually the occasion of announcing some important scientific discoveries. The year interest was absorbed by Mr. Kerr's exhibit of a clock controlled at a distance by wireless telegraphy of the Hertzian wave system.

Under this invention Kerr claims that if all the clocks in London were fitted with the appliance it would be possible to adjust them all simultaneously from one center by the pressing of a button.

* * *

The Rowland Telegraph Company, owner of the patents of Professor Henry A. Row-

land, of the Johns Hopkins University, Baltimore, says *The Telegraph Age*, has shipped to Paris a full set of instruments to equip two exchanges in the Electrical Building at the Exposition for the purpose of illustrating the operation of the Rowland multiplex telegraphic typewriter. Dr. Thomas D. Penniman and Henry H. Wiegand, electrical engineers, both of Baltimore, will have charge of the exhibit.

* * *

A new company has recently been formed under the laws of the State of Pennsylvania for the manufacture and sale of talking machines and their supplies, typewriters and their supplies, sporting goods, cabinets and general novelties. The name of the new corporation is the Hawthorne & Sheble Mfg. Co.

The new company assumes all the affairs of Messrs. Hawthorne & Sheble, and is formed chiefly for the purpose of carrying on and developing the business of the old firm.

Special attention will be paid to rebuilding typewriters of all makes, and a new factory has been secured where all work can be turned out to the best advantage.

* * *

Our advertising manager recently visited the general offices of the Oliver Typewriter Company, of Chicago, manufacturers of the new Oliver Railroad-Telegraph Typewriter, advertised elsewhere in this issue.

Mr. W. A. Waterbury, manager—himself an old railroader and telegrapher—exhibited the new "mill," and cleverly demonstrated its superior merits and the efficiency of its operation.

Among its many points of excellence he was forcibly impressed, first, with its visible writing feature, thus enabling the operator to quickly detect and correct mistakes; second, by the use of the "dead platen" (a recent improvement), the "mill" is made practically noiseless; and, third, the single keyboard, with the aid of the shift key, in only a few days' practice, gives the operator remarkable speed.

Every telegrapher interested in a typewriter would do well to investigate this wonderful little "mill."

PERSONAL MENTION

BORN—To Bro. and Mrs. Coonrod, of Alamosa, Colo., May 16, 1900, an O. R. T. boy.

BORN—To Bro. and Mrs. L. D. Friend, of Kent, Ohio, February 15th, a fine O. R. T. boy.

BORN—To Bro. and Mrs. R. D. Turner, of New Franklin, Mo., on April 2, a fine O. R. T. girl.

BORN—To Brother and Mrs. H. S. Smith, of Botzum, Ohio, Saturday, May 26th, a fine O. R. T. boy.

BORN—To Mrs. and Mr. T. H. Coppin, of Belleville, Ontario, May 26, a fine baby girl. Mrs. Coppin is the sister of Bro. J. A. Brandon.

BORN—To Bro. and Mrs. W. A. Pearson, of La Fayette, Ore., on the morning of May 6, a fine nine-pound O. R. T. boy. Bro. Pearson is telegrapher and agent for the Southern Pacific Railway at La Fayette. One wire was not sufficient to spread the glad tidings, so he had a switch made in the Portland city office to reach remote places. "WA," accept our congratulations, and be sure you teach the boy the principles of the good O. R. T. doctrine from Alpha to Omega.

MARRIED—Bro. George Egan and Miss Ada D. Currier, of Chillicothe, Ohio, were united in matrimony Tuesday, May 22d. The boys unite in sending congratulations.

MARRIED—Bro. Calvin Carpenter, of U. P. System, No. 6, was married at Denver, Colo., on May 14th, to Miss Lillian Burke, an estimable young lady of Carbon, Wyo. The best wishes of the fraternity are extended.

MARRIED—Bro. H. A. Arps to Miss Rose R. Cracroft at Salt Lake City, Utah, on

April 18th. Bro. Arps is employed as day telegrapher for the Rio Grande Western at Thistle Junction, Utah. At home after May 1st at Thistle Junction. Congratulations.

MARRIED—On Wednesday, May 23, at the Methodist Episcopal parsonage, Dunellen, N. J., by the Rev. S. K. Doolittle, Bro. Joseph E. Kelly to Miss Sarah J. Nelson, of New Market, N. J. Bro. Kelly is agent for the Lehigh Valley at New Market. The membership extend congratulations to the happy couple.

MARRIED—Bro. Walter W. Haines and Miss Estelle La Verne Barnette were united in matrimony at the residence of the bride's parents at Connellsville, Pa., on Wednesday, April 25th. Bro. I. S. Hare acted as best man, and the bride was attended by Miss Ethel Jennings. The membership of Pittsburg Division and elsewhere extend congratulations.

MARRIED—Bro. J. J. Dermody, of Mounds, Ill, broke the circuit of his bachelorhood on Wednesday, May 23d, by taking to himself a wife. The young lady was Miss Alice Crane, one of the most handsome and talented young ladies of the city. Bro. Dermody is manager at Mounds for the Illinois Central. The happy couple have the best wishes of the telegraph fraternity.

MARRIED—Bro. M. E. Dencer, of Akron, Ohio, and Miss Idonia P. Ensign, of Canton, Ohio, were united in marriage at the home of the bride's parents May 23d. Bro. Dencer is a well known and popular member of Forest City Division No. 62. Miss Ensign was one of Canton's most charming and talented young ladies. The Division extends congratulations and best wishes to the happy couple.

MARRIED—At Village, Tex., Wednesday evening, May 16th, at 8:30 p. m., Miss Anna Johnson, of San Antonio, Tex., to Mr. Fred McFarland, of Brenham, Tex., few close friends being in attendance. The bride is the pretty and accomplished agent at Village for the T. & N. O. Ry., and a staunch member of S. P. System, Division No. 53, while the fortunate groom is the highly esteemed salesman for the Texas Tram & Lumber Co. The bride says she is going to remain loyal to the O. R. T. though she has changed her name.

DIED—At Alamosa, Colo., June 1, 1900, Mrs. Winnie Coonrod, wife of Bro. C. M. Coonrod, after a short illness. The remains were taken to Greenfield, Ill., for interment. This is a sad bereavement to Bro. Coonrod, following so soon after the birth of his only son. Baby is doing as nicely as could be expected under the sad circumstances, and we sincerely trust will be spared to partly heal the wound of his great loss. Bro. Coonrod is operator in the dispatcher's office at Alamosa, and is held in the highest esteem by all who know him.

ANY operator knowing the whereabouts of B. F. Howe, a section foreman, please write or wire me at Galena, Kas. Last heard of in Nebraska on the U. P.

E. R. LANE.

WANTED—Present address of J. A. Hauer.

H. B. PERHAM,

Secretary & Treasurer, St. Louis, Mo.

WANTED—Present address of J. S. Knapp. Have important mail.

F. A. HALLOCK,

919 Fullerton Building, St. Louis, Mo.

WANTED—Present address of P. A. Greening. Last heard from at Thurber, Tex., Please write,

CERT. 287.

Durham, N. C.

WANTED—Present address of Frank Burns. Last heard from was working on the Northern Pacific in 1891. Write

J. L. BURNS,

17 Grand St., Port Jervis, N. Y.

WANTED—Present address of Z. W. Yandell. Last heard from was working for Choctaw, Oklahoma & Gulf Ry.

E. A. WATKINS,

Lawrenceburg, Ind.

WANTED—Present address of S. J. Knox. Last heard from was working on the Santa Fe in Texas. Ike, if you see this write F. A., Box 449, La Junta, Colo.

WANTED—The present address of S. H. Morton. Worked about seven years ago at New Market Junction, N. H., on B. & M. Ry. Please write Box 45, Graniteville, Mass.

WANTED—Address or any information concerning the whereabouts of John Rankin, formerly a passenger conductor on Grand Trunk R. R. in Canada, now in train service somewhere in United States.

J. C. MCGARR,

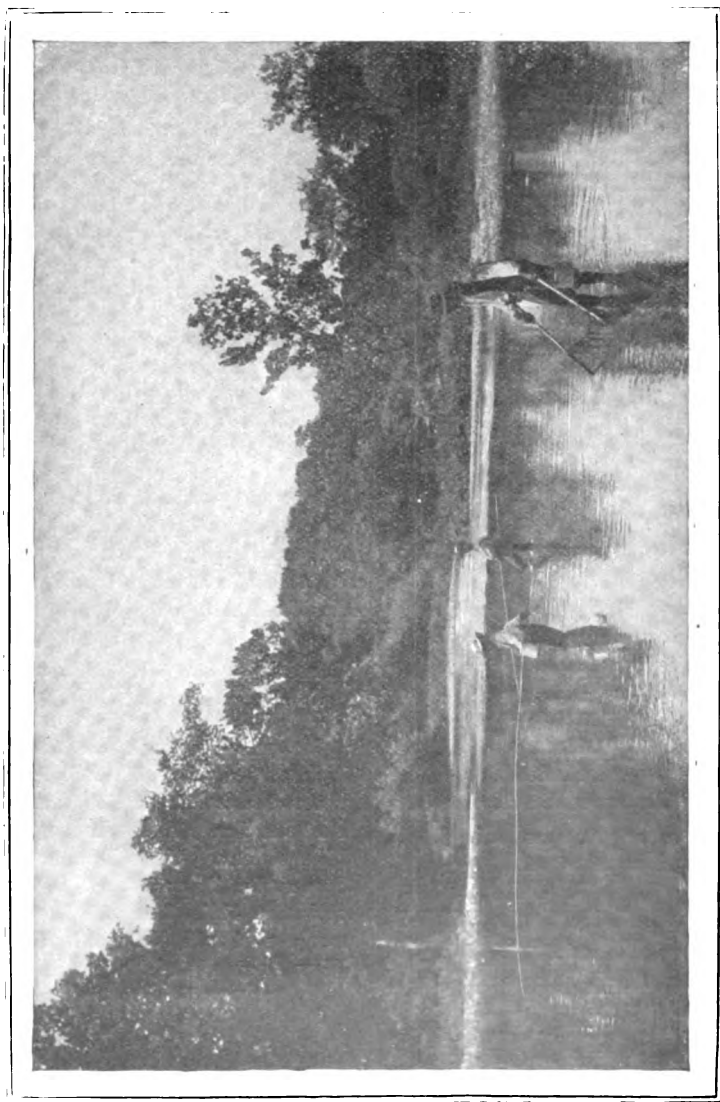
General Yard Master "Monon Route," 728 Garfield Boulevard, Chicago, Ill.

WANTED—Present address of the following members of G., C. & S. F. System, Division No. 20. J. S. Courson, formerly of Roxton, Tex.; E. B. Luder, formerly of Milano, Tex.; Hugh Skinner, formerly of Somerville, Tex.; W. H. Burke, formerly of Valley Mills, Tex.; T. D. Wagner, formerly of Paul's Valley, I. T., and R. L. Winn, formerly of Morgan, Tex.

A. T. HICKEY,

S. & T., Cleburne, Tex.





FISHING SCENE, NEAR CARTHAGE, MO.
(*Courtesy The Missouri Pacific Railway.*)

MISCELLANY

THE LATE S. H. H. CLARK.

IN the death of Mr. S. H. H. Clark, the employes of the Union Pacific and Missouri Pacific in particular, and other roads in general, have lost one whom they regarded as a friend. He died at Asheville, N. C., on June 1st, to which place he had retired, in hopes of overcoming the effects of a severe attack of la grippe.

Mr. Clark was a broad-minded man, whose sympathies were with the folks who make a railroad property successful by their good work night and day, whether the eye of a superior officer is on them or not. By his faith in his men, he was able to get better returns for his company than anybody else. He was one of those approachable men whose kindness beamed in his countenance, and yet he was very seldom imposed upon. His natural place was at the head of a large concern, and his force of character, mental poise, and quiet dignity enabled him to hold the reins with perfect ease. The *St. Louis Republic* tells the following interesting story of his life:

He had a humble beginning in his native State, New Jersey. He was born on a farm near Morristown, and by a stroke of ill fortune to his father was compelled at the early age of eleven years to earn his own living, working at one time in a rock quarry.

He then secured employment on a railroad and gradually worked his way up until he became conductor on a passenger train from Harrisburg. Through the friendship of Sidney Dillon, of New York, who had been attracted by Mr. Clark's industry, intelligence and faithful perfor-

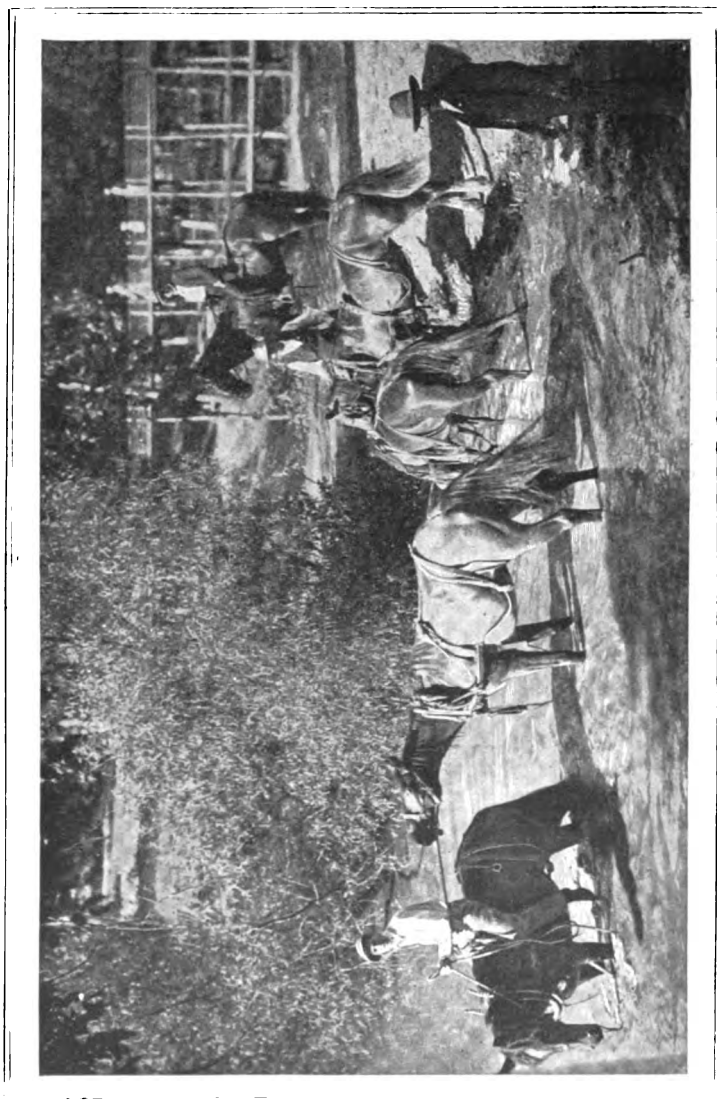
mance of duty, he was finally placed as general manager of the Flushing Railroad, on Long Island, in which Mr. Dillon and other New York men were interested.

Mr. Dillon did not forget him, and when he and his associates acquired a controlling interest in the Union Pacific Railroad, in the year 1867, Mr. Clark was sent for, and began his work on that road as first general freight agent. It was not long before he was promoted, and soon became its second vice-president and general manager. Here he became acquainted with Mr. Jay Gould.

At the death of Mr. Gould, in December, 1892, there was probably no person who stood closer to him in business matters than did Mr. Clark; there was no man of all his associates who had so much of his confidence, and in whose judgment he placed greater reliance.

This relationship had its beginning about the year 1870, when Mr. Clark was second vice-president and general manager of the Union Pacific Railway, in which road Mr. Gould was largely interested. His work on the line recommended him so highly to Mr. Gould, that he at once fastened upon him, and when Mr. Clark, in 1884, on account of failing health, retired from the management of that road, he was offered the general management of the Gould Southwestern System, with headquarters at St. Louis.

This position he accepted on November 27, 1886, and after that date had full control and direction of the property, consisting of its leased and contributory lines of about 7,000 miles of road. Mr. Gould, having secured a controlling interest in the Union Pacific, selected Mr. Clark as its



SULPHUR SPRINGS CREEK, MCALLISTER SPRINGS, MO.
(*Courtesy The Missouri Pacific Railway.*)

president, and gave a great deal of attention to the improvement of that property.

After Mr. Gould's death, Mr. Clark resigned his presidency of the Union Pacific, and was elected President of the Missouri Pacific, but it seems that the directory of the Union Pacific would not let him go, and once more made him president; so that at that time he was the president of two important companies.

Mr. Clark, though not so well known in St. Louis, had thousands of most enthusiastic personal friends in Omaha, who hailed his return to the Union Pacific with great delight.

Mr. Clark discovered that he could not consistently serve the interests of both of these big systems, so in May, 1893, he resigned his position as president of the Missouri Pacific, and devoted his entire time to the Union Pacific. When the road became entangled in the courts, he was appointed receiver, and served until two years ago, when ill health caused him to retire.

At the time of his death, Mr. Clark was vice-president of the Texas & Pacific, also of the International & Great Northern, and a director of the Missouri Pacific and other roads.

MR. GILHOOLEY ON THE STRIKE.

“**W**AT d'ye think av the sthrike?” queried the curious Finnegan of the sage.

“It's th' thrubble on th' Southern, ye meen,” replied Mr. Gilhooley, as he wiped the steam off the window and peeped out. “Bein' President iv this society, Finnegan, it's not becomin' me to voice me sintimints fur th' grathification iv th' noos-paper min; but, as its all over an' done wid, an' ye don't intind to pr-rint wad I tell ye, they's a wurrd or two left fur a fillow to say, that might jar sum iv ye, ispecially th' scabe. Ould Shakespeare sez, ‘There's a tide that goes out wanst in awhile, an' if ye anchor yure boat, wither it's a dory 'r a yacht, ye'll sail on to fortchoon;’ but they's sich a thing as r-runnin' up against a rock covered with bar-

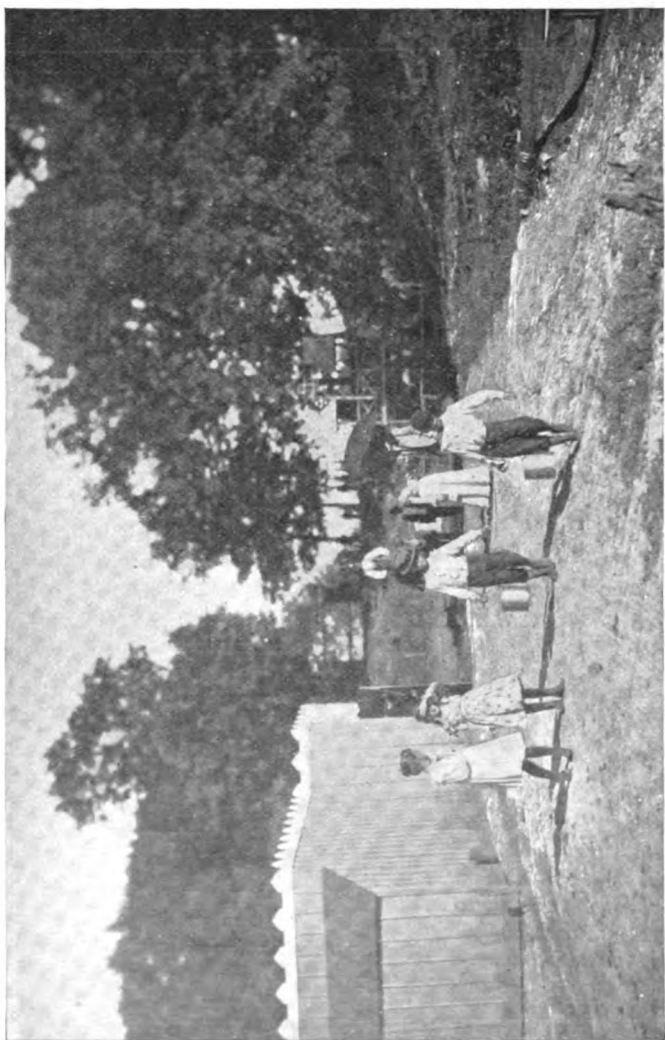
nycles an' sirens, if yure not a gud man with th' hellum.

“Wan man takes wan thing, an' wan man anither. Th' proud fa-ather iv Jimmy Barrett sez to th' lad whin he wus a kid with th' seat out iv his throusters, ‘Jimmy, me b'ye,’ sez he, ‘alwus take th' bull be th' horns whin yure up against it.’ I've seen minny a man follow that advice, without countin' on th' sthringth iv th' ‘bull, an' wus landid on th' ither side iv a stone fince. But wither ye take th' tide at th' turn, or take th' bull be th' horns, yure not sure iv winnin' out. Ye see, th' managemint iv th' southern Scab Route, sees fit to take th' bull be th' horns, an' whin they land on th' ither side iv th' wall, they'll be a crash that ye kin hear in Chiny.

“Th' scab lad vintures out with th' tide, obayin' th' voice iv th' sirens. Th' main guy iv a siren is Jimmy, who's sittin' on a barnyclid rock, wan furlong off shore, an' beckons to th' scab, ‘Come an,’ sez he, ‘shove off an' sail out, th' tide's goin' out, an' wither it's ould Shakespeare's tide, or some ither tide, it's up to you to come on an' make yure sure forthchoon on soldier's pay widout rations. Ye all know, iv coorse, how soon th' tadmullion gits wr-recked, an' goes out on th' block fur anither job; it's thin he r-runs up against th' barnycles, an' as sure's Im not a nigger, an' hes th' didrthy discindint iv a disthriputable thrain robber, he'll find more iv thim same barnycles north iv Mason an' Dixon's line, if iver he comes acrosst, thin you an' I kin count in fure years workin' overtime.

“They wus a time whin th' scab had a chanst to put his shoulder to th' plow an' airn a dacint livin', but it only needed wan pair iv eyes to see th' ither shoulder wus caught against th' barber-wire fince iv his unprincipled char-akther, an' so he don't win out.

“Did ye hear wat th' soop'rintindint in South Carrylina sed to th' soop'rintindint in North Carrylina. ‘Lave us hav a dhrink,’ sez he, ‘an' wurrk up an' inspiration. They needn't be slow in comin,’ sez he, ‘fur th' sthockholders will settle an' niver know it. Here's tin cints,’ he sez, ‘that th' mission-cery box is shy of frum last Sunday's col-



BATH HOUSE, McALLISTER SPRINGS, MO.
(*Courtesy The Missouri Pacific Railway.*)


liction, an' we'll find it to th' scab that wint to Chattynooga last night,' sez he. 'He kin hav wan on me, an' will do him fur a brikkfast.' There's ginnerosity fur ye, b'yes, that's equalled only be the Gin'ral in th' Bull Pen.

"Its a prograssive age this, all th' way throo. Th' Prisdint iv th' Southern b'laves in progriss, an' so does th' King in Chiny. In his mannyfisto to th' diricters he sez, 'Wats th' use iv us usin' stine ballist on th' thracks,' sez he, 'whin we kin let th' grass grow to keep th' dust down,' sez he. 'Its pigheaded nonsinse fur us to adopt th' improved couplers,' sez he, 'whin Cowngriss is ready an' willin' to grant us anither ixtension iv fure more years,' sez he. That's th' raysilt iv dhrinkin' Carrylina-moonshiner's corn juice, an' ye'll talk jist like that Finnegan if ever ye dhrink it.

"Wan wurd more in riference to th' scabs: If ever ye see wan iv thim r-runnin' an' breakin' his neck fur a strinker's job, stick out yure fut an' thrip him up, an' thin sit on him. They's no use in tellin' him wat ye think iv him—he knows that allriddy. Just lam him a baste or two in th' plexis by way iv a rayminder fur him to conjure on—and he'll raymimber his failin's an' that ye meen wat ye think."

MISSUS FINNEGAN.

THE PROFESSIONAL MAN'S TRADE UNION.


 HERE is no class of persons that has as little sympathy for trades unions of workingmen as the professional class, yet there is no class of persons that maintain such perfect trade unions for themselves as this same professional class.

Members of the legal profession have established an ideal trade union. This trade union has absolute control of the profession in every court of law and in nearly every civilized country. No man can plead a case as an attorney without having made application and having been received into the lawyers' trade union, known as the "bar." The power of this lawyers' trade union is so great that judges bow in submission to its rules and regulations.

The Medical Association, the doctors' trade union, prohibits any person, lest he be recognized by such trade union, prescribing medicine for the relief of the afflicted. They have also established professional ethics that are as binding on their craft as are the ethics of labor unions. The medical profession denounces as "quacks" doctors who ignore the rules of the medical trade union just as labor unions denounce as "scabs" workingmen who ignore the ethics of labor unions, and a "working card," a diploma, must be in the profession of the medical practitioner before he earns a dollar at his trade.

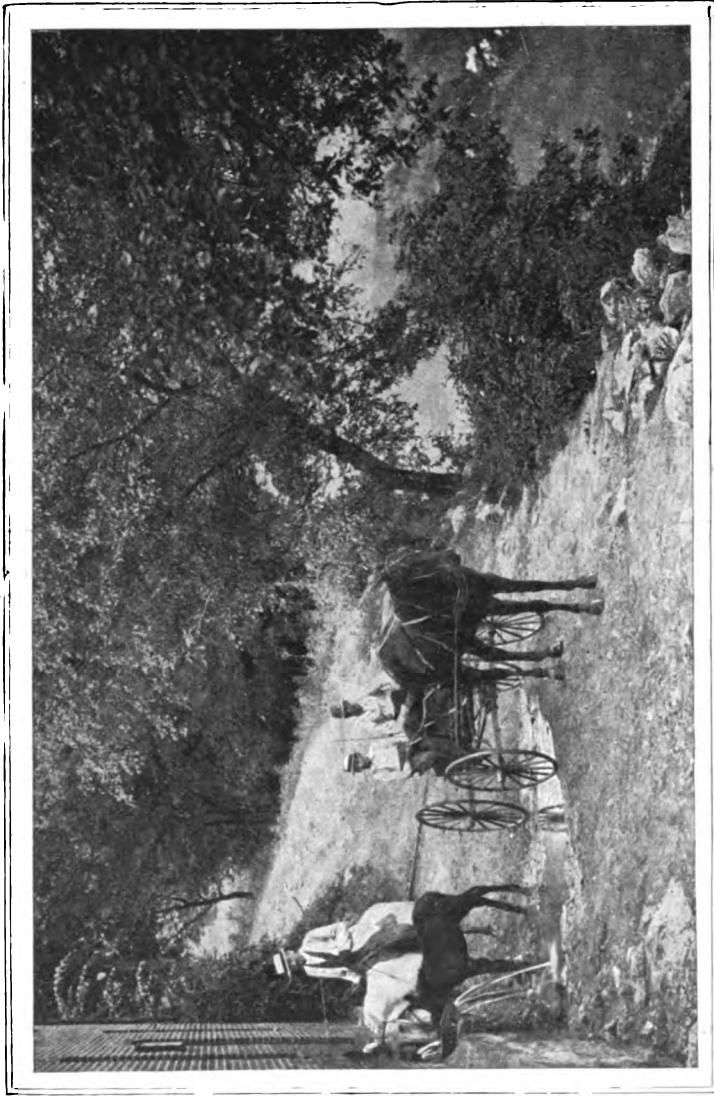
The professional trades unions have been far more successful in the protection of their craft than have labor trade unions. While labor has been denounced by many good people for attempting to secure legislation beneficial to labor, these professional gentlemen have quietly secured laws that effectually prevents "scabbing" by non-union professional men. The lawyers, the doctors, the dentists, the druggists, have all-secured laws which prevent incompetent persons working at their respective trades, yet, when a labor union attempts to accomplish these same results, these same professional gentlemen join in the cry of "Down with the tyrannical labor unions."

WHEN MEN MISS SUCCESS.

 ALTER P. PHILLIPS, the founder of the national newspaper corporation known as the United Press, and the inventor of Phillips' telegraphic code, a typical, energetic American, who has put many young men in the news gathering business, believes that the cause of failure everywhere among young business beginners lies in incompetence.

Nine-tenths of the young men who are struggling for a name and place in the world are unfitted for the callings they have picked out for themselves. Besides an unlimited supply of energy and whole heartedness in the work before him, the successful man of the future must know his business from A to Z.

The next great drawback to success is idleness. Nothing worth while is accom-



THE "RIVER DRIVE," SWEET SPRINGS, MO.
(Courtesy *The Missouri Pacific Railway.*)

plished without work, and plenty of it. Things do not happen without a cause, and behind every great life there are years of concentrated energy and tireless industry. Idleness will make any man a failure; intelligent work will land any man among the successful. It is all so simple and so trite that one hesitates to put the fact down in cold blood, and yet how few men recognize, or, recognizing, live up to the axiom that labor conquers all things.

Idleness and the consciousness of incompetency should make any man ashamed of himself and drive him to do something that is worth the doing. It is within the grasp of every one to learn some one thing that will yield both pleasure and profit. Success comes only to those who seek it.

The young man who is really in earnest will not have to be advised how to succeed. He may learn much by studying the failures of others, however, and he will always find, after a survey of the great legion of the unsuccessful, that two causes have brought them to their present misery—idleness and incompetency.—*Saturday Evening Post*.

ECONOMY WITH A VENGEANCE.

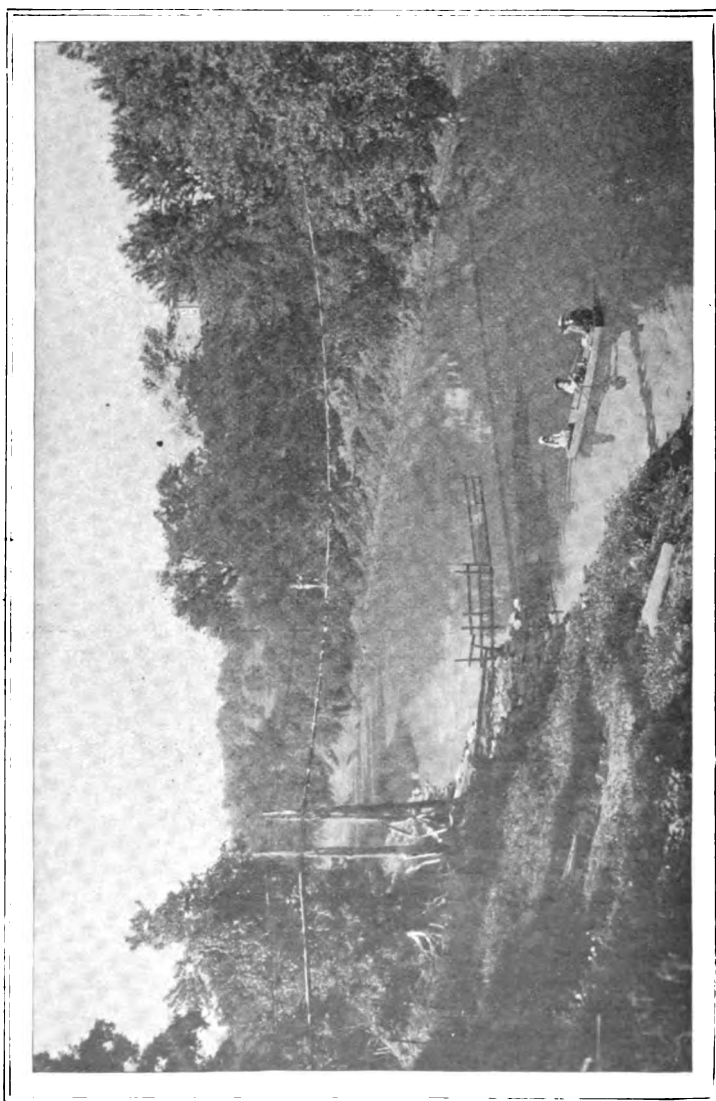
A WRITER in the *Pittsburg Post* has a few ideas of his own in regard to the economical operation of railways, and airs them as follows:

Now that they are about to discharge all the traveling, district division and city passenger and freight agents on all the roads (according to that Chicago dispatch), I would suggest other measures of economy. Why not have the tickets sold by slot machines, the pay checks made out in brown paper, which is the cheapest, and the engineers discharged? It would be an easy matter to have a man hung up on a mail crane at the end of the division who could be caught by a crane in the engine cab, and he could stop the train before it passed the station. I would suggest also that the private cars of the general managers be confiscated for the stock drovers; that the station agents be provided with oil cans to oil the trucks, and that the news-

boys be compelled to place all banana skins in the truck boxes. I have figured that by economizing the banana skins \$400 worth of oil can be saved every month on any big road. I would also have automatic coach doors to close and shut as the train started and stopped, and a gramophone to call out the stations.

It would be well to have a pipe leading from the locomotive stack back to a converting car where all the smoke could be condensed into coal tar and used for pitching the roofs of stations. I think it would be a good plan to have the brass buttons on the trainmen's uniforms detachable, and I would insist that they polish these buttons in a buckskin bag by shaking them up occasionally so that they could save the brass dust, which is worth 10 cents a pound. I have noticed a great waste of water at water tanks and would insist that the engineers attach their night shirts to the end of the spout before turning the water on. In this manner all shirts could be washed in transit and the soap used now for that purpose could be utilized for hot boxes and there would be consequently a greater chance to earn premiums on oil. I would insist that the engineer, while not engaged in reversing his levers or throwing kisses to the pretty girls along the road, and annoying people by tooting his whistle, be compelled to put in his time rubbing the exposed parts of the boiler with a wooden block so as to keep up heat by friction. In support of this I would call attention to the fact that the Indians were able to set fire to pieces of wood by rubbing them together.

I have noticed that the conductors never pick up the pieces of paper they punch out of tickets. This is a woeful waste of stationery and it is high time that a flour sack be attached to the bottom of each punch so as to catch the precious paper. I have figured out that the Pennsylvania Railroad could save \$400 by this method in one year. I offer these suggestions only as a few of the infinite stock I possess, and as the appliances are not patented will permit any railroad that will give me a half-fare ticket to try them. Sincerely yours.—"Bob" A. Smithers, P. of P. E.



ROPE SUSPENSION BRIDGE ACROSS CREEK, SWEET SPRINGS, MO.
(*Courtesy The Missouri Pacific Railway.*)

SOME LABOR HISTORY.

IN a recent issue of *The Garment Worker* is published a copy of an ancient document which serves to point a moral if not adorn a tale. Working people are repining about their wrongs, and with most righteous cause, but to glance back at labor's condition a few years ago causes wonderment that anyone could live year after year under what now seems to be intolerable servitude. It serves to show that labor is making some progress, although it may seem far too slow for the one who has a clear perception of the rank injustice behind our social and industrial life.

Centuries to come men may look back upon the close of this, the nineteenth century, as a dark spot in the world's history, when men worked for other men and received a small part of the product of their labor paid to them as wages and a relinquishment of their right to their product. Men who live the life of slaves while vehemently denying that such a thing as slavery existed.

The prophets of old were invariably scholars and philosophers; men who had closely studied the past to enable them to hazard a good guess at the future; and so with those who would now peer into the future. They must study the past. The following document is nearly two centuries old:

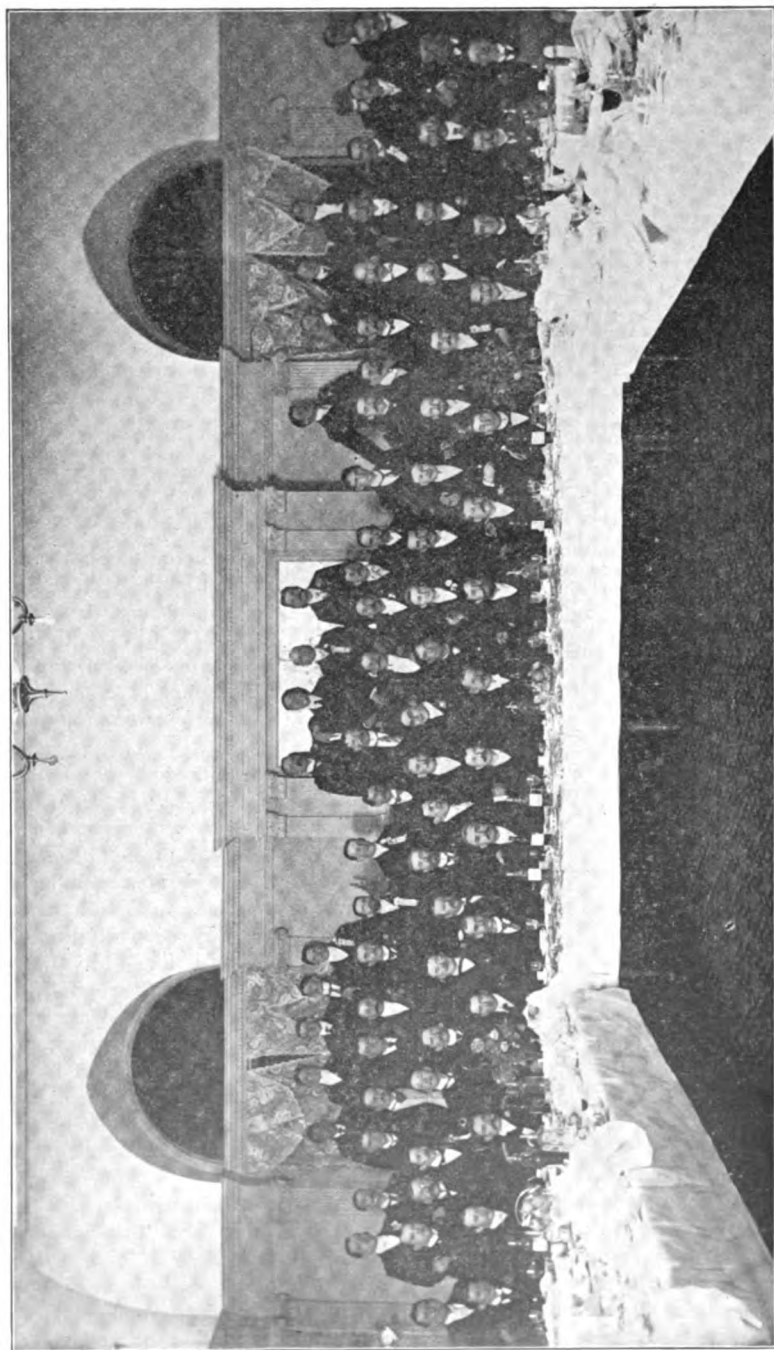
The case of the Master Taylors residing within the cities of London and Westminster, in relation to the great abuses committed by their journeymen, humbly offered to the consideration of Parliament.

The Journeymen Taylors in and about the cities of London and Westminster, to the number of 7,000 and upwards, have lately entered into a combination to raise their wages, and leave off working an hour sooner than they used to do; and for the better carrying on of their design have subscribed their respective names in books prepared for that purpose, at the several houses of call or resort (being publick-houses in and about London and Westminster), where they use and collect several considerable sums of money to defend any prosecutions against them.

At this time there are but few of them come to work at all, and most of those that do insist upon, and have, twelve shillings and ninepence per week (instead of ten shillings and ninepence per week, the usual wages), and leave off work at 8 of the clock at night (instead of nine, their usual hour, time out of mind), and very great numbers of them go loitering about the town, and seduce and corrupt all they can meet, to the great hindrance and prejudice of trade.

Upon complaint made to some of His Majesty's Justices of the Peace, they have issued out their warrants against these offenders as loiterers; by virtue whereof some of them have been bound over to the Sessions, and others have been taken up and bound over to appear in His Majesty's Court of King's Bench at Westminster, and the subscription books seized by virtue of the Secretary of State's warrant. Yet they still continue obstinate, and persist not only in putting the abovesaid difficulties upon their masters, to the great prejudice of trade in general, but also in collecting great sums of moneys to support their unlawful combinations and confederacies.

This combination of the Journeymen Taylors is and may be attended with many very ill consequences, inasmuch as the publick is deprived of the benefit of the labour of a considerable number of the subjects of this kingdom, and the families of several of these journeymen thereby impoverished, and likely to become a charge and burthen to the publick. And the very persons themselves, who are under this unlawful combination, choosing rather to live in idleness than to work at their usual rates and hours, will not only become useless and burthensome, but also very dangerous to the publick, and are of ill example to journeymen in all other trades, as is sufficiently seen in the Journeymen Curriers, Smiths, Farriers, Sail-makers, Coach-Makers, and artificers of divers other arts and mysteries, who have actually entered into confederacies of the like nature; and the Journeymen Carpenters, Bricklayers and Joyners have taken some steps for that purpose, and only wait to see the event of others.



Banquet tendered the General Committee of Southern Pacific Railway System, Division No. 53, by the members of that Division at Delmonico's, San Francisco, Saturday evening, April 7th, 1900.

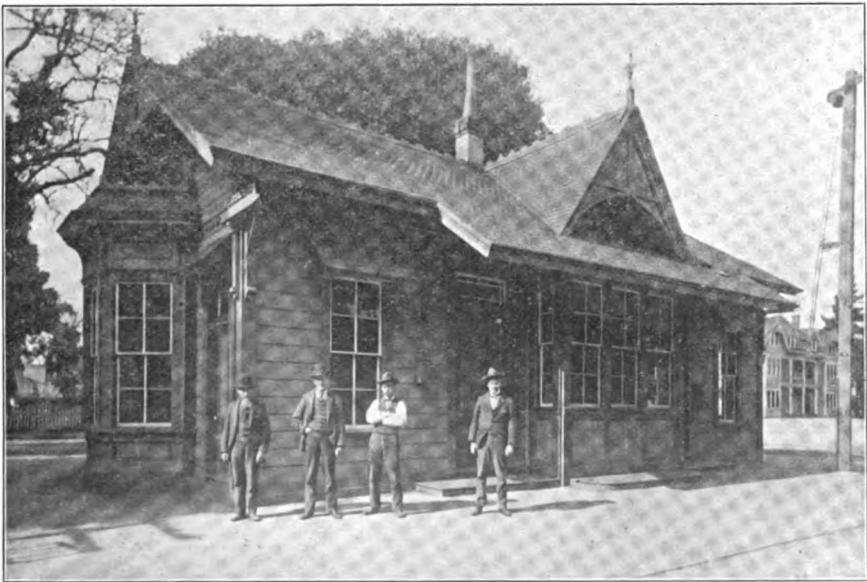
These Journeymen Taylors, when there is a hurry of business against the King's Birthday, or for making of mourning or wedding garments (as often happens), or other holidays, and always the summer seasons, are not content with the unreasonable rates they at present insist upon; but have demanded, and have had, three and four shillings a day, and sometimes more; otherwise they will not work; and at such times some will not work at all, which is a great disappointment to gentlemen and an imposition to the masters; and, if suffer'd to go on must increase the charge of making cloaths considerably.

As to the said houses of call, or publick-houses, there are a great number of them in London and the suburbs, where these Journeymen Taylors frequently meet and use, and spend all or the greatest part of

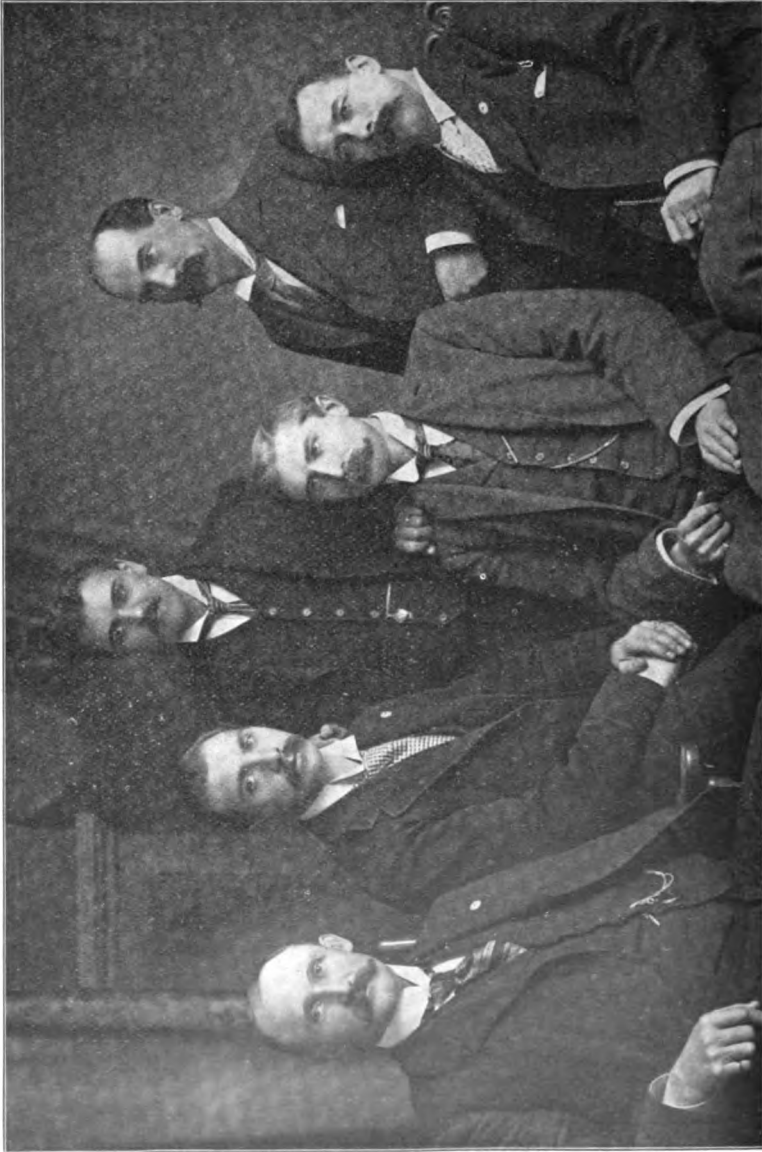
the moneys they receive for their wages; and the masters of these houses of call support, incourage and abet these journeymen in their unlawful combinations for raising their wages and lessening their hours.

The laws now in being for regulating of artificers, labourers and servants were made in the fifth of Queen Elizabeth, and might be well adapted for those times; but not altogether so proper for the trade of London and Westminster, &c., as it is now carry'd on.

Therefore, the masters humbly hope this honourable house will take such measures, by passing of a law for redress of the publick grievances aforesaid, or grant such other relief as in their great wisdom shall seem meet.



SOUTHERN PACIFIC COMPANY'S STATION AT MENLO PARK, CALIFORNIA,
Showing the station force. The man on the left is Mr. W. T. Casey, Yard-master; next is Mr. Geo. E. Russell, Wells-Fargo Messenger; next Assistant Agent Bro. P. A. Farley, and then Bro. E. S. Clute, Agent.



J. M. Davis. W. J. Uren. W. J. Harner. F. J. Reynolds. D. McArthur. C. Hood.
SCHEDULE COMMITTEE, WESTERN DIVISION CANADIAN PACIFIC RAILWAY, 1900.

Woman's World

FROM OHIO.

WETHINKS when "Beatrice Harri-
den" wove into Poem and
Prose her beautiful comparison
of life, to "ships that pass in
the night," of life touching life so briefly,
we sighted but an instant the passing ship;
—then Silence. Of many lives that pass
without a glance, a word spoken, leaving
a void, incomprehensible, in their wake.

She must have somewhere in life's voy-
age sighted, or sensed the passing ship,
and felt the after loneliness.

But we are constantly crossing, and re-
crossing the paths of others. When life
meets life in kindred aspirations, prone to
unconsciously follow paths laid out by law
of attraction, though eyes and ears span
not distances, for object or sound; it is
conducive of higher aims for true nobility
to gain the supremacy.

There comes a time when sea and sky,
east and west, merge into that infinite
whole, "A Woman's World," which is en-
compassed by her own capabilities, and
comprehensiveness.

Yet, in the hollow of her hand she holds
the life of stalwart man. Now, while May
blossoms are on your head, and at your
feet, and night birds sing glad messages
of hope, lift up thy head and with the birds
exultant sing.

At close of day will come the song you
breathed to the ebbing tide at dawn.

*Our ship will come, with compensation
for every wrong we bravely bear.*

Possibly transformed, though life is
never the same again, neither can it roll
on forever in one groove.

For the law of infinity is not an immut-
able, but an unlimited, law, maybe of long
or short duration.

The paths that diverge to-day may merge
into one to-morrow; then, sometimes we
go cross lots, dethroning "Fate," defying
public sentiment, shaping our lives to en-
vironment best adapted for us. All this be

"Fate" or Destiny? No, no. If man's
ingenuity had not in the railroad system
made complete conditions for commercial
intercourse and travel, man could not carry
on this work. And without skillful labor
in all its workings, not a wheel could turn,
not a message be sent, then silence, of
death to many a man's hopes. All this be
"Fate," and still no remedy? The fickle
goddess is but a myth; every man and wo-
man in their line is essential, a part of
the "Whole." So it is of life compared
to this. The conditions are made then
when every man steps to his post, the
wires talk, the "iron horse" goes thunder-
ing over a network of rails all over this
united universe, each one feeling the vibra-
tion, the pulse of the world, in a unity of
progress.

The engine that brings sorrow to-day
may have joy for us to-morrow. Let the
ships that *will not* tarry sail out of sight
and mind. Awaken to our own improve-
ment, keeping one word, "Helpfulness,"
in burning letters against our darkened
sky.

MRS. D. H. LAVENBERG.

Toledo, O., May 2, 1900.

MUST MARRY.

IF a girl in Russia wishes to study at
any of the universities: in that coun-
try etiquette does not allow her to
do so until she is married, so she goes
through the civil ceremony of marriage
with a man student, whom very probably
she has never seen before, and this mar-
riage is quite legal, though perhaps they
may never speak to each other again. On
the other hand, if they like each other and
wish it they are married for life; if they
don't the marriage is dissolved when their
university course is finished and they are
free to marry some one else. The cele-
brated mathematician, Sonya Kovalevski,
whose autobiography attracted consider-
able notice a few years ago, went through

the marriage ceremony with a student whom she then saw for the first time, and who afterward became her husband. The education of women in Russia stands better than in most European countries, owing to the persistent efforts of the Russian women themselves. By 1886 they had managed to get four university colleges for women, with 1,442 students; one medical academy, with 500 students, and numerous intermediate schools. There are 700 women doctors in Russia, of whom nearly one-half are employed in the civil service, chiefly by the zemstvos.—*Ex.*

JUSTICE OF EQUAL SUFFRAGE.

THE Hon. John D. Long, Secretary of the Navy, has this to say in regard to equal rights and woman suffrage:

Human ingenuity cannot suggest a single distinction between the sexes, so far as the right of voting is concerned. I can understand well enough why one man should be afraid of ignorant suffrage and desire additional educational qualifications; but while that test would exclude many men who vote, it would exclude women who do not. I can understand why another might demand the test of property, or loyalty, or age, but every such test would still be without distinction of sex.

Right! Of course it is the denial of a right, and everybody knows it. It is idle to mystify this matter with refinements about natural and artificial right. As a matter of common sense, you and I know that if we contribute out of our property to a common fund, if we are taxed for a common enterprise, if our rights, our liberties, our persons, our children are affected by certain laws, we ought to have a voice in the arrangement; and if you doubt this, try the experiment with a body of men and see what will come of it.

Not only in my mind is there no argument against woman suffrage, but every argument for it. In the first place, every extension of intelligent suffrage strengthens the body politic. I must believe this or give up the principle of republican government, which is the securest and strongest form of government. I know that some shudder a little at universal suffrage,

but it is ten thousand times more dangerous to suppress and exclude a part of the people. The gases which are harmless if vented may work ruin if you confine them. There can in the long run be little danger when all are equally enfranchised, and thereby equally responsible. Suffrage is itself an immense education, its absence a degeneracy. The broader the basis of your State, the safer.

In the next place the influence of women has refined whatever circle it has been admitted into under conditions of its own self-respect. History, homely experience, common observation, all confirm this. Woman suffrage would not debase women and politics. It would elevate both. It would add to the body politic the positive elements of feminine wholesomeness and natural antagonism to vice and violence. A new interest for the security of home and peace, sobriety and order, would be invoked. Woman herself would be benefited as intelligent emancipation of every sort and to whatever degree always benefits its object.

If woman suffrage is right why should it be denied? When yet in the history of the world has it been found that what is right is inexpedient?

THE CAPABLE WOMAN.

IF a monument is ever reared to commemorate the virtues of the woman who has done the most for the world, it will not be erected to the woman genius—the poet, painter, writer or reformer. It will be built in honor of the capable woman. The woman who possesses what our New England cousins call “faculty,” the woman of ability, adaptability and capability, who has met every situation in life and filled it with credit to herself and comfort to others. The capable woman springs from no peculiar social conditions, and is the result of no special environment. She may be the daughter of luxury, or the child of poverty. You may find her taking degrees in college halls, or uneducated and uncultivated, living her lowly lot in the backwoods, but wherever she is, she is distinct from the women about her, and is making her influence felt.—*Exchange.*

Poetical

Not Settled Until Settled Right.

However the battle is ended,
Though proudly the victor comes
With fluttering flags and prancing nags
And echoing roll of drums.
Still truth proclaims this motto
In letters of living light—
No question is ever settled
Until it is settled right.

Though the heel of the strong oppressor
May grind the weak in the dust,
And the voices of fame with one acclaim
May call him great and just,
Let those who applaud take warning
And keep this motto in sight—
No question is ever settled
Until it is settled right.

Let those who have failed take courage,
Though the enemy seems to have won,
Though his ranks are strong, if he be in the wrong.
The battle is not yet done.
For sure as the morning follows
The darkness of the night,
No question is ever settled
Until it is settled right.

Oh, man, bowed down with labor!
Oh, woman, young yet old!
Oh, heart oppressed in the toiler's breast
And crushed by the power of gold!
Keep on with your weary battle
Against triumphant might;
No question is ever settled
Until it is settled right.

—Ella Wheeler Wilcox.

Io Victis.

I sing the hymn of the conquered, who fell in the
battle of life—
The hymn of the wounded, the beaten, who died
overwhelmed in the strife;
Not the jubilant song of the victors, for whom
the resounding acclaim
Of nations was lifted in chorus, whose brows
wore the chaplet of fame—
But the hymn of the low and the humble, the
weary, and broken in heart,
Who strove and who failed, acting bravely a silent
and desperate part;
Whose youth bore no flower on its branches,
whose hopes burned in ashes away,

From whose hands slipped the prize they had
grasped at, who stood at the dying of day
With the work of their life all around them, un-
pitied, unheeded, alone,
With death swooping down o'er their failure, and
all but their faith overthrown.

While the voice of the world shouts its chorus,
its pean for those who have won;
While the trumpet is sounding triumphant, and
high to the breeze and the sun
Gay banners are waving, hands clapping, and
hurrying feet,
Thronging after the laurel-crowned victors—I
stand on the field of defeat,
In the shadow 'mongst those who are fallen, and
wounded, and dying—and there
Chant a requiem low, place my hand on their
pain-knotted brows, breathe a prayer,
Hold the hand that is helpless and whisper, "They
only the victory win
Who have fought the good fight and have van-
quished the demon that tempts us within;
Who have held to their faith unswayed by the
prize that the world holds on high;
Who have dared for a high cause to suffer, resist,
fight—if need be, to die."

Speak, history! Who are life's victors? Unroll
thy long annals and say
Are they those whom the world called the victors,
who won the success of a day?
The martyrs or Nero? The Spartans who fell at
Thermopylae's tryst,
Or the Persians and Xerxes? His judges or
Socrates? Pilate or Christ?
—W. W. Story, in *Blackwood's Magazine*, 1881.

Give Me My Dreams.

Give me my dreams. All else is naught,
At price of pain success is bought;
We struggle upward but to fall;
The prize we grasp but holds us thrall;
The lips that cheer us through the years
Some day smile not for all our tears;
We build awhile, we know not what,
And the toiler is forgot.
Give me my dreams.

Give me my dreams. A child am I,
Who stands in darkness but to sigh,
Until a hand doth backward roll
The gray, damp mists about my soul,

And then—oh, dream of dreams that cheers
 They come, the loved of other years,
 And voices whisper soft and low
 The loving words of long ago.
 Give me my dreams.

Give me my dreams. Oh, little maid,
 With whom of old I laughed and played,
 They say the ivy loves to creep
 Above the grave where now you sleep;
 They say the robin's song no more
 Can wake you as it did of yore.
 What matter? Still in dreams you creep
 Unto my side a tryst to keep.
 Give me my dreams.

Give me my dreams. All else is dross,
 But still I count it little loss,
 For yet in dreams the bright stars burn
 As in the years to which I turn;
 White hands reach to me through the mist,
 By lips I loved my lips are kissed;
 And all life's fields are love aglow,
 As they were once, oh, long ago—
 Give me my dreams.

—A. J. Waterhouse, in *Los Angeles Herald*.

Brotherhood.

"How far away is the Temple of Fame?"
 Said a youth at the dawn of day,
 And he toiled and dreamed of a deathless name,
 But the hours went by and the evening came,
 And left him old and feeble and lame,
 To plod on his cheerless way.

"How far away is the Temple of Good?"
 Said a youth at the dawn of day,
 And he strove in a spirit of Brotherhood
 To help and succor as best he could
 The poor and unfortunate multitude,
 And their hard and dreary way.

He was careless alike of praise or blame,
 But after his work was done
 An angel of glory from Heaven came
 And wrote on high his immortal name—
 Proclaiming this truth, that the Temple of Fame
 And the Temple of Good are one.

For this is the lesson that history
 Has taught since the world began:
 That those whose memory never die
 Who shine like stars in a human sky
 And brighter glow as the years roll by
 Are men who lived for man.

—*Denver Times*.

"Good-Bye—God Bless You."

I like the Anglo-Saxon speech,
 With its direct revealings;
 It takes a hold and seems to reach
 Way down into your feelings.
 That some folks deem it rude, I know,
 And therefore they abuse it;
 But I have never found it so—
 Before all else I choose it.
 I don't object that men should air
 The Gallic they have paid for,
 With "Au revoir," "Adieu ma chere,"
 For that's what French was made for,
 But when a crony takes your hand
 At parting to address you,
 He drops all foreign lingo and
 He says, "Good-bye—God bless you."

This seems to me a sacred phrase,
 With reverence impassioned,—
 A thing come down from righteous days,
 Quaintly but nobly fashioned;
 It well becomes an honest face,
 A voice that's round and cheerful;
 It stays the sturdy in his place,
 And soothes the weak and fearful.
 Into the porches of the ears
 It steals with subtle unction,
 And in your heart of hearts appears
 To work its gracious function;
 And all day long with pleasing song
 It lingers to caress you.
 I'm sure no human heart goes wrong
 That's told, "Good-bye—God bless you."
 —*Eugene Field*.

The Sabbath Is Thine.

'Twas a gift unto man, the giver, God,
 Bequeathed it alike to both bond and free—
 'Tis sealed and recorded in Holy Writ,
 'Tis thine to probate the Almighty plea,
 "Six days shalt thou work."
 The omnipotent mind—Law of being,
 Framed this allwise universal decree—
 One Holy day thy sacred portion is
 A priceless inheritance unto thee,
 For the seventh was blest.

* * *

Alas! the world's desire hath brought a change,
 And lo! Hell's grim tyrant—the God of gold,
 With forked tongue of greed, and leprous soul,
 Blots out thy day, and, like Judas of old,
 Reckon not whence, nor why.

—*Mrs. Ella Clark*.

Dallas City, Ill.



FACE-TIOUS

After the Wrong Crew.

"I heered a good one on old Kernal Ricker," said the old-timer, as the Boies wheel-man stopped at the end of a "whopper." "It's a good 'un," smiled the old-timer, "just like the Kernal."

"You know how he will stop and talk to a feller on a train, or on the grade; he's always huntin' for p'int about the road from the ground up.

"Well, jest' after he went to the Iron Mountain, they say he took a ride over one of the Southern branches on the regular train—sorter half *incog.*, you know.

"Well, things was not runnin' the smoothest, delays were grievous, and fact o' the matter was it wasn't much like railroadin'; rail railroadin'.

"The longer the Kernal set in that car the madder he got—you know when he turns loose a kussin', Cappen Kidd ain't nowhere.

"Well, they was a long wait and a lot o' poundin' of couplers, and slakkin' ahead an' slakkin' back, an' hollerin' and swingin' lamps before a start was made.

"Jest as the train started a feller in blue clothes and cap come in, shut the stove door, sort o' authority-like, and set down behind the door—the Kernal riz up and went and set down by him.

"'What'en the blue blazes is the matter out there?' he ast.

"'Cuddent find a small pin for one of them pattent shackle-bars,' sais the man.

"'Why in the h—l don't you keep pins in the baggage car?' ast the Kernal, sassy-like.

"'Because tain't my bizziness t—'

"'That's it, that's it, tain't your bizziness, hey? You fellers are gittin' so all-fired particular about what you do that there's no gittin' along with ye. Look at that lamp,' sais the Kernal, pointin' to a smoky lantern by the stove. 'Jest take an' look at it; when did you clean that lamp?'

"'That ain't my lamp, sir,' sais the man,

kindler scared like, 'that belongs to the conductor.'

"'Well, — a hind man that can't keep both lamps clean, you ain't cut out for this kinder work, you'd better go back farmin',' sais the Kernal, gettin' madder. "No, no, don't commence to tell me who your air or how long ye've been here. When you git in you'd better quit, and that dod-rotted, lazy, no good, blunderin' jackass with a conductor's sign on him, wants to do better train runnin' than this, or by the bald-headed, jumped-up—'

"'Ah, my friend,' said the man, 'how about your soul?'

"The Kernal riz up to get a good full breath to scorch that feller up, when he noticed a red band on the man's cap which said 'Salvation Army.'"—*Locomotive Engineering.*

Climbing Up the Ladder of Fame.

One of the Southern Railway boys, who had recently resigned, happened to pass by the office where he used to hold forth and noticed Mr. Scab strutting about the office with his chest swelled out and a general appearance of elation and prosperity. It transpired that Mr. S. had just received a letter from his superintendent informing him that on account of his meritorious services his pay had been raised from \$36 to \$40 per month. Poor lad!

His Revenge.

"She refused him when he was a civilian, you know, but when he came back from the war in a uniform she was crazy to get him."

"Well?"

"Well, he did the best he could for her. He married another girl, but he sent his uniform to her with his compliments. He said he knew what she prized."—*Chicago Post.*

His Best Ideas.

That the "American man with the hoe" does not find the life of the farm stultifying must surely be inferred from the words of an old tiller of the soil, who came across a classical volume and found in Plato a kindred spirit.

The good American farmer called upon a doctor, and was ushered into the library. At once the well-filled book-shelves drew his attention.

"Are you fond of reading?" asked the doctor, noting the wandering gaze.

"Well, yes," returned the farmer, modestly.

"I should be pleased to lend you a book to take home with you," said the other. "Just take any one you think you'd like to read."

"Oh, I'm no good at selectin'," replied the old man. "You pick one out, doctor."

So the doctor, in a spirit of fun, gave the farmer a book written by Plato. The old man went his way, and at the end of a week reappeared with the book under his arm.

"Well," queried the doctor, "did you read the book?"

"Yes, I did," was the emphatic answer.

"And what did you think of it?"

"It was fust-rate," responded the farmer. "I've read it through from kiver to kiver. I never heard tell of this fellow Plato before, but all the same, I'm glad to find that the old chap has been writing up some of my very best ideas."

Honeymoon Discoveries.

"Daughter, is your husband amiable?"

"Well, ma, he's just exactly like pa; when he gets his own way about everything he's just lovely."—*Detroit Free Press.*

An Old-Time Department Store.

"You say," said the judge, taking a hand in the examination of the witness himself, "you knew the defendant fifty years ago."

"I did, your honor," answered the witness. "I was in business in the same village where he lived."

"What business were you following?"

"I was running a department store."

"A department store fifty years ago? Do you expect the court to believe that?"

"That's what it was, your honor. I sold dry goods, groceries, hats and caps, boots and shoes, clothing, confectionery, drugs and medicines, books, jewelry, stationery, wall paper, furniture, coffins, agricultural implements, hardware, crockery, glassware, tobacco, lumber, fresh meat and whiskey, and had the postoffice in one corner of the building. There isn't anything new about department stores nowadays, your honor, except the elevators and the floor walkers with side whiskers."—*Chicago Tribune.*

Better Time for the Baby's Efforts.

Grinder—What! asleep at your desk, sir, and work so pressing!"

Meekly—Excuse me, sir; baby kept me awake all night.

Grinder—Then you should have brought it with you to the office.—*Brooklyn Life.*

His Principles.

"You are a spendthrift," exclaimed the man of wealth.

"Yes," said the titled son-in-law.

"Have you no high principles in life?"

"Yes, sir. I am one of the people who consider it a disgrace to die rich."—*Washington Star.*



Our Correspondents

"THE NEW BIRTH."

JOSE GROS.

AMONG our old friends, we count a man who for thirty years has enjoyed a national reputation as a minister, religious editor, writer, orator and traveler. His knowledge is vast in many branches. He is even a humorist. His mental grasp is wonderful. We have occasionally crossed swords in letters and conversations. Over twelve years ago we came across some of his criticisms against the social reform in which we had already enlisted and were fighting for. We wrote him a concise view of the principles of that reform, and invited him to show us where our views were faulty. His answer was: "Your social principles are good enough in the abstract, but they would not prove to be right in the concrete."

The abstract! The concrete! What is the difference between the two? The former means thoughts incased, isolated in the realm of ideas, in the regions of the imagination, away from their conversion into facts or duties. Duties and facts are concrete because of thoughts realized through our volitions, our will power.

According to our friend, and piles like him, good ideas may become wrong acts, if actualized, if carried into tangible life. That would destroy the universal law of like begetting like, and introduce chaos in the cosmos as well as in human life. It looks as if that disposed of the aberration through which our friend and lots of bright people often try to get rid of truth and the duties it involves. This great fear of our getting worsted if we dare to go into the performance of high duties for the realization of fundamental truth, seems to remain as strong to-day as it was 1900 years ago, when Christ was now and then obliged to tell his followers, "*O ye of little faith,*" be-

cause they appeared to stagger face to face with the simple duties He proclaimed. Exactly the same happens yet in our days. And it is most especially the wise, the influential and powerful who tremble in their boots in the presence of plain duties to be performed.

What did Christ mean by "*O ye of little faith*"? He did not attempt to give us an analysis of the word "*faith*." St Paul tried to do it later on with these words: "*Faith is the substance of things hoped for and the evidence of things not seen.*" Humanity or Christianity does not seem to have paid any attention to that definition. To be sure, that definition does not deal on human duties. It is an abstract definition, and so it does not offer any room for men to quarrel about.

In justice to St. Paul we may say that the men of his days, willing then to accept Christ's teachings, and also the men for the next 300 years ago inclined to abide by the same, were the outcasts of society and had no power whatsoever to remodel civilization. They were barely allowed to live by the human laws of their time. Naturally enough, their duties were not one-tenth as important as those that we need to perform to-day—those we owe to God and to each other to-day. We then need to-day and have needed for the last three centuries at least, if not for 1600 years, a concrete definition of faith, dealing on human duties, since St. Paul's definition is simply a generalization of certain abstract philosophic thoughts.

We suggest the following definition: "*Faith is the conviction that God's laws, in connection with human life, are laws of joy, formulated, not as a mere ornament, but for men to obey and apply to all their relations, individual and collective, in the life of nations and humanity.*"

Of course, that the above definition or anything like it could not be applicable to the Christians of the first 300 years, persecuted as they were by the laws of men, but to-day, when the laws of men could and should be formulated by every one of us, to-day we have no excuse whatever for our present rotten civilization. And the same applies to the ruling classes of Christian nations for the last twelve or sixteen centuries.

We fully realize that no hopes can be entertained of a much better social status than the present, with all its boundless deformities, for a long, long period, perhaps a couple of hundred years. The reason for that is plain enough. Most of our friends, the honest workers of nations, consider themselves kings because now and then they are allowed to drop into a box a slip of paper with the names of the few to whom we allow to do just what they like with the earnings of the workers. The latter don't notice that they are only kings with crowns of sharp thorns, and they call our government "*a free government*," when it is not actually any better than that of a first-class despotic government. We have something like *ten thousand despots* instead of *one*. In some respects the more despots the worse, because not one of them feels the divided responsibility of their combined iniquity. The individual feels protected behind the group and shifts his own share of crime to the grand totality that have concocted it and kept it in force. Under a single, solitary despot nations have now and then had elysian periods, in relation to present conditions. Nothing of the kind is possible under large groups of despots as manufactured by representative political systems like ours.

What we call charters or constitutions back of these systems, are simply straight jackets of the worst kind, because they look like the fine dresses with which Solomon was arrayed, according to the Bible. Constitutions and charters legalizing all basic social monopolies or injustice, granting to some, the least conscientious of the lot, the power to be silently eating up the substance of the wealth producers, over 90 per cent

in each nation! Is that freedom or free government? How the men of the future shall laugh at the magnificent stupidity of the men of to-day, so packed full with their silly, nonsensical freedom, when they are the most contemptible slaves that ever lived, in relation to present intelligence, needs and conditions! When shall men learn how to grasp relations, without which facts and figures have no meaning, no sense; and they are but emptiness, negations, fatuities, abstractions, with nothing real, tangible, concrete about them? And all because we still refuse to have a concrete faith, which means that we reject concrete, sound convictions, bottom perceptions of *man's natural, equal rights*, and so lack willingness to stand by them, and lack bravery to fight for them.

Just here is where the men of to-day break down and fail as completely as they have in the most degraded periods of history. No mental power yet to discriminate between equal rights and rights unequal. The former alone mean freedom. Anything short of them means oppression, despotism. The very words evil, sin, injustice, monopoly, dishonesty, immorality, rest on somebody's interference with the equal rights of all men so simply and solemnly proclaimed in the Golden Rule. Even when we fail to have a smile, pleasant words and kindness for everybody we meet, even then we become the oppressors of other men and shamefully trample upon their natural rights, by denying them what we owe to them, what they are entitled to have from us. And what when we assume to have rights that we refuse to grant to others? What are we then in God's eyes but despicable monkeys? And that applies not only to individuals, but also to classes, sects, nations and races. And what nation or race has yet honesty enough to respect the rights of the weak races or nations that the strong ones claim for themselves? Not one. That is what makes our progress and civilization such a disgusting farce, such a colossal crime!

What a folly then that of expecting any substantial change for the general good of nations within the iron sphere of despotic, political and industrial systems as even

those are whom we call the best? Sound, concrete thoughts must precede healthy, righteous volitions. Hence the need of a concrete faith on the general and specific concepts we have suggested. Is the job difficult? Not in the least. It is the old story proclaimed by Christ: We need *a new birth*—that is, basic perceptions of equal rights, brotherhood rights, just the thing we hate, because it would prevent us from getting on top of each other. We prefer to suffer and perish rather than to live like real brethren.

REVISION—CONSTITUTIONAL.

The aspirants to political honors have made a mistake in practicing politics on the Grand Division instead of statesmanship. Politics consist of ways and means to do your opponent, and the making of loose legislation so as to be effective to the best advantage of the particular party who wants to use it, while statesmanship consists of ways and means to accomplish the greatest good to the greatest number. The road to political preferment is certainly through organized politics, as the road to success for the wage-earner is through organized labor, and in either case a man must be practiced in a knowledge of the arts, good, bad and indifferent, of championing his cause. But the place to practice party manipulations is in the organized schools for that purpose and not in social and fraternal organizations. Conventions, delegates and rules while not strictly confined to politics, is what the political organizations are composed of; while sovereign bodies, representatives and laws constitute the machinery of science. Conventions are usually a body of persons who have no binding authority upon anybody. They meet together for consultation or exchange of views, and their determinations rest upon agreement, common consent, and are not mandatory, and do not carry with them the "thou shalt" and "thou shalt not." The delegate is not the person who goes as the representative of others with the authority of binding them with his actions. He goes as one chosen to do the best he can and do what he will upon his own responsibility. Conventions are preliminary ar-

rangements intending to focus public opinion. Convention manoeuvres and the convention way of doing things is largely carried into our political constitutional bodies, and that is what brings odium upon our legislatures; while if politics was dropped at the door of the legislative hall and statesmanship assumed, politically we would be much better off. But this is apparently one of the necessary and unavoidable evils we have to contend with in our affairs and we must do the best we can with it under the circumstances, waiting patiently for the time to come when we can brush it aside. But this in no wise means that we should be contented, and because it is the recognized status of affairs that we should help it along in that direct and very line, nor that outside of our legislative halls the objectionable and odious course is to be pursued and continued. The watchword is to work for purity and absolute justice whether in our opinion it can ever be attained or not.

A sovereign body is one which has mandatory power, and its mandates or statutes are not to be held lightly. It is not a matter as to whether they are to be obeyed or not, nor a question as to whether the executive shall enforce them. They are made to be observed and obeyed, and any, from the least to the greatest, who essay to hold them lightly or in contempt are subject to the displeasure of the people, and also to the action of the machinery which enforces their observance, for it is not the whim of a few, or of one person, that the idea embodied in the law should be carried into effect, but the action of the body has been the action of the people and it is their will as expressed through the vote of the majority of their representatives assembled, no matter what political party or what individual has introduced the idea or measure which has been adopted. Therefore, a person who attends a legislative or sovereign body as a member is not a delegate, but a representative of the people who send him there, and when he acts he acts for the people and in their name and not as an individual. We may then readily ask the question, and quickly answer the same, too: Is our Grand Division a convention?

And it can as quickly be seen that a great mistake is made when political methods are introduced and political nomenclature applied to the body and its parts. For in so doing, with the odium which is cast upon our primary politics, the organization takes on the same coloring, for while a rose might smell as sweet under any other name, it is what is associated with the name that gives the impression; therefore a labor organization conducted after the form and with the nomenclature of a political organization takes the same flavor whether or not the actions and manoeuvres are the same.

The Order of Railroad Telegraphers is a constitutional-parliamentary-presidential-democratic institution, and every part and particle of its laws, at present called Constitution and Statutes, imply and say that it is so, notwithstanding a passage here and there contradicts this basic principle, not substantially, but impliedly, and not intentionally, but because of a mistake or a lack of knowledge of the science. The last session of the Grand Division made some great strides towards taking out these ugly and dangerous curves, and it is hoped that the next session will be given an opportunity to do even better. Previous to the last session there was no journal of proceedings kept. There was a record of who said and what was said, a newspaper report, but no journal of the actual and real actions of the body. Such a record carried no mandatory authority with it; the action of the body was put down at that which some "delegate" said, which was most likely the one who spoke the loudest, or the most emphatic, or the one most prominent in the assembly. In fact it seems to have been the prevalent idea that everything should be done on a common law basis instead of on the basis of statute law—*lex non scripta, non lex scripta*. The last session of the Grand Division also had its stenographer as usual, but there is much less work in keeping a journal than a record, and if we think the matter over between now and next session it will readily be seen that the expense of a stenographer can be saved, the work kept up, and the minutes of each session read at the proper time.

Another political mixture which we hope will be dispensed with and the child called by its proper name, is that of "bills." As constituted we do not have "bills" or make "acts," or even have first, second and third readings, but our so-called bills are "amendments" to the laws, and what other business is done is done either by resolution or motion.

To place the Order, then, upon a real constitutional basis, a *lex scripta*, we have made a beginning, and it behooves us to continue straight on and make a Constitution based on the lines of what is meant and implied by the word CONSTITUTION, which simply means a document embodying the basic and fundamental principles of the whole—a document which establishes the frame work of the organization upon which to hang the muscles and fastens the sinews just as the bony part of the human body holds *en masse* the fleshy part with its arteries, veins, nerves and organs. Our Constitution at the present time is not such an instrument. Somehow we have lacked the constitutional sense. Were we Englishmen it could be easily comprehended how we conceive general principles to be constitutional without being embodied in a written instrument, for England has no written Constitution, while we of the United States as a nation have a written document, and every State in the Union has the same, and these are the standard by which the acts of Congress and the statutes of the States are framed and judged, and time and again laws are nullified both by the Supreme Court of the United States and the Supreme Courts of the States as being unconstitutional. If we, then, desire to be organized on a scientific and intelligent basis, how can we assume to be organized under a constitution and make statutes of fundamental principles contrary to and not embodied in the Constitution? On such a basic principle any principle can be set up to serve for the time being and the next instant be knocked down, while to learn and understand the fundamental principles of the Order, every act must be reviewed and unsteady precedent argued as the basis of action instead of a constitutional standard. Precedent is no criterion. What

was done at some previous time does not argue that the same thing should be done at this time. The action at a previous time may have been wrong absolutely, or done through ignorance or lack of experience in which case it is a good argument for not doing the same thing again. With a written constitution and definite laws precedent is used as an argument for similar action, and not set up as a principle that we should do a thing simply because our grandfathers did it. With a written constitution, too, it can be changed from time to time, as it should be, to meet developing conditions, and to embody the knowledge of experience, while with precedent it is supposed never to change unless our brains are beaten out and we are ordered to move on.

Two departments of the O. R. T. at the present time are unconstitutional in the American sense—that of the Protective Department and the Benefit Department, yet the Order has accepted them both and acted with them just as if they had been embodied in the constitution, a circumstance which is desirable, but in no way proper. Such a generous act on the part of the Order is desirable from the fact that their representatives in its congress assembled are responsible for the state of affairs, that that body meets often enough to right all wrongs and rectify mistakes. But what a great “open door” for dissension and dissatisfaction and the making of confusion for some Goliath to step in and say, “Thus it shall be,” while the pigmies are scattered right and left with no power, and with ambitions destroyed for settling their own affairs. One of the greatest developers of intelligence, the greatest builder of manhood, and the maker of character the world has ever yet discovered is individuality. The experience of history has surely taught us enough to prove that individuality is better far than paternalism. Kings and potentates, spiritual pastors and masters of the paternal stripe, have no place with the intelligent and enlightened citizen. Their occupation in that particular is gone, and for the O. R. T. to maintain such an establishment would only be retrogression. We want, then, a Constitution and Statutes upon

which we can live and work without disruptions and innovations, guesses and thinks, and promulgations *ex cathedra* or otherwise. A Constitution and Statutes which reads like law, and compiled upon scientific principles of the highest and best known for efficiency, ethical, social, economic and civil. Such a constitution and laws we have tried to compile; it is for others to judge how well we have succeeded. The work has been submitted to the Committee on Revision, whose duty it will be to act and submit the result to the next session of the Grand Division for adoption, rejection, alteration or amendment.

S. W. HILLER.

THE MAN BEHIND THE SHIRT.

He was sitting on the doorstep of my little office out in New Mexico, waiting for a freight train on which he could ride to the next shirtless community, which would receive him with open arms, ready for measurement, for he was an angel of commerce, and bore on his particular pinions, sundry samples of ready-made shirts which he dispensed at so much a dispense.

Drifting into a talk, I found he represented the city of San Francisco, and with a surprising wealth of thought, for the average drummer, aside from talking shop, scarcely gets beyond the confines of smutty stories, he disanted on the vista of prosperity opening up in the far East, let loose upon us by Providence as a reward for our high-water mark of virtue in freeing (?) Cuba, etc., from the Spanish bondage. “I want to see our navy three times its present strength,” he asseverated.

Thoughtlessly, I impugned my own patriotism by saying, “Why?”

“Because,” he answered, “we need it to maintain the position among nations which they have accorded us; as a world power we have shown them what we can do, and how strong we are; we have won their respect. That brush with Spain, sir,” he said, with the best brand of patriotism lighting up his eye, “was the making of us.”

I again made a mistake by intimating the idea that the qualities which have won

us the respect of other nations were gained through some forty years of uninterrupted peace preceding the Spanish war, the most credit which should be accorded that bloodshed, was the comparatively slight incident of "letting our light so shine, etc.," that the possession of certain valuable assets of character was already on the high road to discovery before the war showed up, through our advance in trade; that to give credit to its proper source we should probably be compelled to admit that to Dame Nature, and circumstances over which we had very little control, the largest share belonged. The influx of a foreign population to our shores gave rise to that mixed strain of blood which in the course of two generations, has made the American man and woman what they are, strong, alert, progressive—a composite production, which is altogether a different thing from the inbred human being of the old world. Then I reminded him that it was a trifle early to decide whether our radical departure in methods and aims which seems impending would be a success or not.

Reaching around to see if his sample case had gotten away, he branched out on the subject of taxation, and wanted to know if I was not in favor of high taxes till this war expense was paid off on the grounds that we ought to make the rich corporations help pay the bill. I agreed that his intention was all right, but reminded him that, trying to make the rich man pay his proportion of taxes and succeeding, were two entirely different things, that within bounds men like the Vanderbilts and Rockefeller, paid no more taxes than the poorest of us, that it was an axiom of taxation that all taxes were paid by the consumer, labor ultimately paying all taxes, that the enthusiastic patriot who was wading through swamp and jungle after Aggie and his poor half-naked followers in the Philippines, trying to catch, kill and civilize them, would come home filled with malaria, rheumatism and experience, and he and his children and grandchildren will, in addition to the ills inherited from their patriotic ancestor, also inherit it and pay just as much of that war debt as does the children of the

wealthiest man in the country. The wealthy man, it is true, pays a larger proportion of taxes over the counter, but he is careful to charge it up in his business to others and they in turn hand it down and down, till it at last reaches the labor of the country, which having no one upon which they may unload it upon, it is there worked out. Thus it is, and ever has been since the day away back in English history, when the nefarious scheme of indirect taxation was hatched out.

All this seemed strange news to the shirt man. The "house" in San Francisco had never mentioned such matters to him. Of one thing, however, he was sure, which was that the acquisition of these new possessions was a great thing for the country. I tried to get a bill of particulars, not being clear as to what portion of the country was benefited, since I but recently saw a notification from the commanding officers in Cuba and Costa Rico, that laboring men would do well to steer clear of both those islands, there being more than enough labor to do all that was to be done; that capital could do well in way of investments, then in the far Philippines; syndicates were rubbing themselves gleefully over the fact that the natives will make excellent low-priced factory operatives, being willing to work from dawn till dusk for a few cents per day. Such being the case about the only privilege the laboring man has is to enlist, fight, get himself killed, or come back broken down with disease and spend the rest of his life paying war taxes.

The face of the shirt man, which had gradually become deeply troubled, now began to clear up, a glad, contented, "now you're it" expression took possession, and he gleefully shouted, "You must be an Anarchist." I was not at all surprised, as the same thing had happened before, and I often thought it a duty which the thick-headed, the ignorant, the viciously stupid unthinking workmen of the country owe to the inventor of that word, to erect a monument to his memory. It is such a Godsend to them. Whenever an idea comes their way which might necessitate thought and mental exertion, they just clap this label, "anarchistic" upon it and

sink back into their normal comatose condition.

In my boyhood days I had two crows who used to do an odd trick. One would partially swallow a grain of corn, open his mouth wide and his companion inserting his bill would pluck it out and swallow it to the disappearing point, when the first crow would do the rescuing act, and so they would keep it up till an inadvertent twitch of a muscle would take the poor, overworked grain of food past their reach. I often think that this well illustrates the alleged exchange of ideas among the average of the working class. Nothing is ever allowed to reach their mental digestive apparatus, as that would involve the labor of digestion. To exercise their judgment on a statement presented to them, to accept it or reject it on its own merits without regard to the source from which it comes, is something they will not do. If it were not for the sad fact that "The man behind the shirt" is a fit representative of the majority of the bread winners of this country, we might indeed make this the land of liberty, the home of labor. Will the time ever come when labor will think?

CLAREMONT.

MORE ON DIRECT LEGISLATION.

I was very much impressed with an article in April number of *THE TELEGRAPHER*, from Colorado, signed "A. S.," which closes with the advice that we should support a party whose platform contains a clean-cut plank for direct legislation.

Now, I do not wish to try to convert our grand Order into a political organization, or do not want to say or do anything that would tend to create the belief that I was in favor of such a course, but I think we should all take interest enough in politics to try and learn how to vote intelligently, without necessarily bringing politics into our Order, as our votes are what count in a government, or at least they should count.

I believe strongly in direct legislation, with an initiative and referendum system, and think that we never will have a government such as the founders of the present one intended, "a government of, by, and for the people," until we get direct legislation.

Under our present form of government the people are disfranchised so far as the making of laws, "to do the greatest good to the greatest number" is concerned; and to illustrate, I will take the people of the States of Ohio; they elect a Legislature composed of one hundred men, more or less, which is a comparatively few men of that State, to make their laws. A bill goes before this Legislature to establish, for instance, an eight-hour day labor law, which all labor unions of every description would be in favor of, and these unions are strong, including a large percentage of the voters.

Well, the wealthy corporations maintain a lobby at all capitol cities to defeat just such proposed laws, and when the final vote is taken it is found that these deadly foes to labor have gotten in enough of their work to defeat the bill, but often by only a very small majority. Now, under direct legislation or the initiative and referendum, the people have the power to demand that this question be put to a vote of all the people and whatever the result may be that is supreme. Of course, we would not dispense with the legislative body, but keep them the same as now, there being hundreds of proposed laws that do not particularly benefit the laborer, which they could pass or veto as they saw fit. It is only when laws are made that do not suit the people that direct legislation plays an important part, giving them the power to decide for themselves, thus taking the supreme power, on vital questions, away from our Legislatures and placing it where it rightfully belongs.

I have no faith in a political party that declares in one of the planks of its platform for direct legislation, and then in numerous other planks of the same platform declares how it—the party—is going to legislate for the people, as you should see at a glance how ridiculous that would be, for direct legislation means "the people shall rule," not party.

Therefore, my party platform is, "direct legislation," and that only, then when we get direct legislation there will be no political party, except all the people.

DIV. 21, CERT. 67.

THE REIGN OF UNREASON.

As the industrial shapes the political, so does it mould the moral status of a people. No sublime truths, no regenerating principles, no high ideals can make any great practical progress, nor effect any general concrete results among industrial dependents, taking them in mass and as a whole. The ground current is in the wrong direction. Injustice in material things forbids development in every faculty of our being. It nullifies all right effort. Erected into a system and moulded into a law, its influence is so deadly and paralyzing as to destroy all practical understanding and appreciation of the highest ethical principles. So erosive and corrupting is its power, that after two thousand years of agitation, admiration and worship of the most profound ethical ideal in the universe, its most enlightened and conscientious devotees among its priests and apostles as well as laymen, calmly and unquestioningly accept conditions and conform to systems which not only directly destroy and make impossible that ideal, but which daily and hourly results in the most appalling and far-reaching misery, inhumanity and crime. Nay, not only do they accept and conform to such conditions and systems, but they actively defend, conserve and extend them. Glorifying service, they dishonor it in practice; preaching brotherhood, they practice mastership; deifying love, they daily profane it in their lives. Coming up from the realm of material things the same reign of conflict and chaos prevails in the moral world as in the industrial. Professions and practice clash. Hypocrisy holds high revel. The people draw aloof from the church. The anchors of society and social life drag. A noted writer summing up the situation, says:

"The note of desperation sounds through the tumult of our lives in the twilight of the waning century as prophecy of the coming night. Everywhere we observe this spirit translating itself into acts and phenomena. In religion, the repair of creeds outworn, the resurrection of the crude and discarded beliefs of antiquity and the piecing of new ones from the old. In politics, the spirit of anarchism, corruption and despotism. In industry, monstrous

animosities and destructive struggles between labor and capital; and through it all, wild aspirations and insane reachings for impossible advantage. In literature it manifests itself in realism; in art, impressionism, and in both as much else as is false and extravagant as it is possible to name. In morals it has gone to the length of denying the expediency of morality—everywhere a wild welter of action, of thought and a cutting loose from all that is conservative and restraining—a reign of unreason."

And yet the earth is fair to look upon and exceeding generous to man. Her springtime and harvest never faileth. Her stores are inexhaustible. The machinery and science of man applied to nature and its products may in three months produce enough to supply all abundantly for a year. With a modicum of the labor now expended and wasted, each could be furnished with a mansion, be arrayed in "purple and fine linen and feast sumptuously every day." Nay, it is passing easy to provide all royally and to repletion with all things reasonable to be desired; so easy, that even now, illy organized as industry is to-day, a syndicate of trusts might well undertake and guarantee to do all this and do it well; and some day it will be so done; but the syndicate will be the syndicate of the people and its operation will be called government.

But if so easy why the awful condition of to-day? Why is labor that produces the bread, the raiment and the shelter for the world, hungry, naked and paying rent for the privilege of occupying a place on the earth, while those who labor not, have all? Why turns the toiler cold with the fear of losing his job, and why does his heart stand still with terror when he has lost it? Why the nameless dread of to-morrow in a million hearts to-day? Why the glutted markets and barns bursting with plenty, and the pinched, ill-fed and starving multitude? Why the warehouse piled to the roof, and the ragged, patched, ill-clothed and ill-provided myriads of the earth? Why the abandoned farms, the silent factories and mills with their wonderful machinery, the closed mines, the idle hands seeking vainly and pitifully for work, and

so many in want and in the shadow of it? Why the unlimited resources of nature, the unlimited power of man to produce, his unlimited capacity to use and his miserably limited power to buy? Why the luxury, the leisure and the ownership of the earth to the parasite class which produces nothing, and the drudgery and slavery and the emptiness of poverty to the laboring class which produces everything? Why all this in industry, and in politics, corruption, coercion and threatened force; and in religion, hypocrisy and the practical perversion and profanation of all high ideals? Why the strife among them all? Why everywhere this veiled cannibalism, this irony of barbarism, this refinement of torture called Christian civilization? Why throughout the body social, the natural antithesis of warring atoms, does this insensate reign of insane conflict rage? The cause has been indicated, we will examine it a little more in detail in another paper.

CLINTON BANCROFT.

ADVOCATES THE SINGLE TAX.

EDITOR THE RAILROAD TELEGRAPHER:

I have received a copy of the May number of your magazine, mailed from your office. The first sentence in it is this: "At the close of the Civil War, it was thought that the question in regard to the right of one man owning another man in the United States had been settled once for all." Those who thought so did not see as far as the originators of the "Free Soil Party."

Farther on I find an article on "The Reign of Capital," in which I find this: "Irresponsible power still exploits the masses in the only field ever worth its while—the industrial." If we must be exploited, what difference whether the power that does it is "irresponsible" or not? But the article continues: "The barons of commerce and trade and industry still lord it over the people, exacting service, levying tribute," etc. Yes, and each one takes a little until Laborer reaches the last one, who takes all that is left, save barely enough to enable Laborer to come forth next day to work. Again I quote: "A handful of your fellow creatures with rights no greater than those of any common man, controlling access to one-half the people's

means of earning a living!" It's worse than that. A comparative "handful" control access to the earth—upon which and from which *all* must live. This fact seems dimly seen by the writer of the article, for he says: "Millions with no 'right' to a foot of the earth except as a few may grant it to them! Millions without even an opportunity to labor, except as the few may permit!"

And right here is the key to the whole problem—labor—social—economic. So long as he who has nothing but labor to sell can be denied access to the earth, and thereby "the opportunity to labor," nothing can make him a free man. The ownership of one man by another does not consist in a title. Self-ownership is manifested in ownership of the products of labor. He who does not own absolutely—to sell, exchange, reproduce or destroy—the results of his own labor, is not a free man. To the extent those products are controlled by others, to that extent he is the slave of those others. Hence it should be clear to the most stupid wayfarer that the easiest and surest way to own men is to own the earth, without access to which they cannot even live, let alone labor. Farther on I find a sentence which would be undeniably true if applied to this vested wrong of land ownership: "*In every field of social endeavor progress is but as a treadmill until this fundamental wrong is righted. I wish I could burn the consciousness of this fact into the brain of every worker!*" You cannot even think of a line of effort which is not necessarily "but as a treadmill"—but as the baling out of the ocean with a teaspoon—so long as this fundamental inequity exists. All time, energy, money, thought, used in other reforms, are as useless as trying to lift one's self by his boot straps. Nay, more so; for they prevent efforts toward righting the fundamental wrong.

But the writer of "The Reign of Capital" does not see this, for he says: "The ownership of organized capital controls the production and distribution of material things and control of these means control of life, distribution of affluence, competence and poverty." There would be no "ownership of organized capital" if there were no

ownership of the earth. If he who owns the earth—and who can gainsay it?—owns those who live on the earth, who else but he can control the “ownership of organized capital?” To admit ownership of the earth is to deny to the producer ownership of his product.

If one-tenth of the money and energy consumed in futile attempts to maintain or increase the nominal wages of tradesmen was devoted to a systematic and intelligent effort to establish equity in the use of the earth, the fundamental cause of poverty and injustice would soon be overcome. Someone has said of certain philanthropic landlords: “They are willing to do anything for the people except get off their backs.” And it does seem as though the people themselves are willing to try anything except to get the landlords off their backs. For there is not a conceivable “reform” they will not follow, while the only one which can do them any permanent good languishes for lack of workers.

The day has passed when there can be any excuse for men who take any interest in the industrial question being ignorant of the fact that landlordism is the all-sufficient cause of present unjust conditions, or of the other more important fact that the single tax is the only possible, yet all-sufficient remedy.

No man has any natural right to exclude any other man from any portion of the earth at any time. Upon this rock I take my stand and challenge the world to prove the contrary.

This being true, it necessarily follows that he who excludes another from any portion of the earth at any time assumes greater freedom than he accords that other, unless he does so by that other's consent and upon the payment of a compensation for exclusion which shall be an equivalent.

Exclusive possession of localities for given periods is necessary to human progress—necessary to the cultivation of the soil by individuals, and the carrying on of trade. The single tax offers the only possible method of securing to the user this necessary exclusive possession, while at the same time securing equal freedom to all the excluded.

By this means alone will the profit of landholding be limited to the user and be in proportion to use. Hence by this means alone will the converse be true, viz., no profit in the mere ownership of land and no inducement to hold land except to put it to its best possible use.

What would this mean to the laborer? Free access to all unused land; unlimited opportunities for employment, and the consequent power not only to produce at will, but fully control his product.

Secure equal freedom in the use of the earth—and nothing but the single tax can do that for land which is necessarily held in exclusive possession—and equal freedom in all other things becomes possible. Until that is secured equal freedom in other things is impossible.

Here is a field of labor full of promise for the social reformer. If the O. R. T. alone would concentrate its energies in the attempt to secure the single tax in the United States, and do so wisely and steadily, it could be made the law of the land in ten years. But let them and other organizations continue on present lines and not a member of the Order now living will ever see any better times in the U. S. than exist to-day.

Do you want to know more about it?

W. E. BROKAW.

FROM TEXAS.

As there seems to be a general flow of sentiment anent the “Express Commission Salary,” I lend my voice to swell the tide. In doing so, however, I feel the necessity of first urging united action. We should get together and with a united voice—in unmistakable sounds demand redress. But for what are we contending?

I would suggest a minimum salary of \$10 per month—nothing less at stations where a 10 per cent commission does not make that amount. And where the commissions amount to more, such amount is to apply as compensation.

The suggestion could certainly be pushed with ease to its consummation if properly handled. My commissions average \$4 per month on “in and out business,” both prepay and collect. My money order commission is about 90 cents per month, or a

total of \$5 per month, for caring for and being responsible to the company as follows per month average:

In business, valuable packages, amounting to	\$ 300 00
In business, money packages, amounting to	1,000 00
Out business, valuable packages, amounting to	100 00
Out business, money packages, amounting to	100 00
Money from express order business	400 00
	<hr/>
	\$1,900 00

I am also responsible to the company for the care of its office furniture and fixtures, and the proper care of its business as its agent. I am called on and forced to pay a bond premium to a bond company owned, controlled and manipulated by my employers. It has been my misfortune to have handled packages which were rifled during transit, and subsequently told by my benefactors that if I did not pay for or make good such losses my bondsmen would be called upon to do so, and incidentally reminded that the decision would be against me. *Well, of course.* How could I expect otherwise? Were I to fall overboard among a lot of sharks I could expect as much mercy.

Such incidents or accidents as above related have befallen many others of the profession. Arguments or proofs, protests or appeals are of no avail. They have us down and know it. How long will we peacefully submit? The remedy is in our hands.

We are compelled to serve a master unwillingly "or quit." We are allowed no voice, only the pretext in the adjustment of differences, merely for appearances.

We are forbidden by the railroad company to engage in any business outside of regular duties for the company. The same mail brings us floods of advertising matter, samples, etc., bearing the approval of the express company, "PLEASE COMPLY," and we are supposed to do so. We are supposed to, and are instructed to, enter into competition with our town merchants in disposing of "refused matter" or pay for the spoils.

The express business is a curse to many a brother who would gladly resign, but can't.

Let us unite and *demand* what is our due.

We are in a fight with capital *united*. Its lieutenants are men without heart selected for their fitness for the purpose.

Let some wide-awake brother on each Division take the matter up, send each member a card asking his views, and put all together in one grand, united request to our General Committee, and the end will soon be in sight. I would like to hear more of the discussion and am heartily in favor of immediate action.

Fraternally yours,

CERT. No. 2585.

FROM OKLAHOMA.

In the April number of THE TELEGRAPHER Mr. W. Baltic Lane, under his article headed "A Snap," very ably set forth the "snap," which is the "boon" of our profession, but with his kind permission, I should like to add a few lines which touch upon the same thing. It is in the nature of a man to desire advancement. When they reach a point at which they are fully satisfied with their position or salary, no matter how large, they recede. God wisely made us ambitious that we might advance His cause, and this gives us that desire to advance which makes "satisfaction" our detriment. We overestimate those things for which we are striving; underestimate those things we have, and desire most those things which we cannot possess. How true the adage "Pursuit is better than possession."

The telegrapher begins at a salary which is small enough even for a beginner, there to slave under the unpleasant conditions set forth in Mr. Lane's article, of which this is a sequel, until his hair becomes scarce and gray, his arm becomes a "has been," and he is too infirm to work, and is picked out by the railroad company as too old and not competent for the position. Then the liberality of the generous railroad company comes into play, and he is placed upon the "retired list" with what small part of his month's salary is due with which to live the balance of his days.

But if, prior to this happy culmination of a telegrapher's most brilliant career, although he has served them most faithfully for many years, he fails to deliver a train order of most inferior significance, or if he does not sit silently by with folded hands and allow the dispatcher to call him a liar with any other reply than an "art sir," "off goes his head."

Influence is getting to be the only means of advancement in railroad circles of the present day, and without that, if you have ambition to advance, you had better leave the telegraph "biz" alone, or it will be one life-long disappointment. I'm not pessimistic, either. You rurals come and join us in our "snaps." We are some day going to call up all our latent "nerve" and quit and settle down on a farm and raise hens. Then your air castles will become realities.

CERT. 3857.

EXPRESS BUSINESS.

If you will allow me a little space in your valuable paper I will tell the boys what I think about handling the express for the wages we receive. I think, as lots of the other brothers do, the express companies are not using us right. My salary from the express company amounts to about \$4 per month, and I would sooner have them move the office than to handle it for that amount. This is a small place with no bank. Therefore, all collections come through the express company, for which I am held responsible; and what do I receive for it? The large sum of one-third of the charges on the money order! I suppose we ought to be thankful to have the honor to work for such a grand and noble company, but I, for one, am not.

My wife met the express auditor on the train the other day, and he had the audacity to tell her the O. R. T. was *no good*. (I suppose he got his information from his superintendent), but it only took my wife a very few minutes to inform him that her husband belonged to the Order and was there to stay.

Now, boys, don't let the wheel stop. Keep it rolling. Of course, the express companies will be down on the Order as soon as they find out what we are doing,

and I think they will find that out soon now. The time will come (and it's not far off) when we can demand a fixed salary from them and receive it.

Hoping to hear from other brothers on the subject, I will ring off.

CERT. 132, Div. 39.

CORRESPONDENCE SCHOOLS.

After completing a course in the International Correspondence Schools of Scranton, Pa., which I took to see if it would benefit telegraphers, being a member of the Order for about ten years, I thought I would write and express my opinion for the benefit of the fraternity in general, and I have come to the conclusion that the telegrapher who desires to remain and gain distinction in his present profession should make himself familiar with the operations of the various telegraphic apparatus and electric block systems, which is now being introduced on all important railroads throughout the country. Before this can be intelligently obtained, he should thoroughly understand the fundamental principles and laws of electricity and magnetism. With this knowledge he is in a position to study how improvements may be made in the different systems that come under his care, or how they may be altered to suit special requirements.

The most recent advances in telegraphy consist in improvements in multiplex and high speed systems, wireless battery, simultaneous telegraphing and telephoning over the same wire, and the substitution of dynamo-electric machines and storage batteries for gravity cells. The man that understands the new, as well as the old, methods, and is capable of introducing and managing them is surely preparing himself for a better paying position. The telegrapher must deserve promotion by showing himself to be fit and competent.

Not long ago a superintendent told a chief operator that a storage battery plant had been ordered for his office. The chief operator replied that he knew nothing about installing these new-fangled ideas, to which the superintendent quickly replied that he must keep posted on electrical developments or he would be superseded.

You may be able to hold your present position, but it is not agreeable to see others promoted over you. This will surely be the case if you do not prepare yourself for a higher position, which you can do by studying a little every day. No telegrapher need despair unless he sits down and expects success and promotion to come to him without considerable effort on his behalf. I would recommend the above course for every telegrapher, as he becomes thoroughly familiar with all electrical apparatus. Being a resident of this city I can also say this institution is thoroughly up to date in every technical branch. I am,

Yours in S. O. and D.,

J. H. PACE,
Cert. 10, Div. 67.

MUSIC.

There is undoubtedly a hidden chord in the make-up of every human creature, which is more susceptible to the melody of music than any other agency of mankind, and when that chord is touched, it seems to marshal together every iota of good that is in our make-up, and cause a feeling of ecstasy over our whole being. At such a time the human mind is soared to a height not felt under any ordinary occasions.

Music is an ever-ready balm to soothe the troubled mind, weighed down by the cares and vicissitudes of this checkered life, and drives away various doubts and fears, which are constantly looming up in our pathway, threatening to submerge us under its restless onward rush.

The silvery notes of the sweet singer, breaking in upon a mind distressed, will, by its gentle soothing music, fill the soul to an overflowing, and become lost in the ecstasy of delight.

The convict in his prison cell, hardened by crime as black as night, insensible and unapproachable by all human kindness, will be touched and softened by the tender chords of music, and many times music has, by its latent power, caused men to form resolutions which they kept and ultimately led to their full and complete reformation.

It was my privilege, some years ago, to attend a service held in one of our county jails. It was held under the auspices of the Baptist Church, and the services were conducted by the minister of that church.

After reading a chapter in the Bible, and having prayed with them, he sang the old song which is so dear to our hearts, "Oh, Where Is My Wandering Boy To-night?" As he sang that all alone, for he had a beautiful voice, our hearts were touched, and tears filled the eyes of those prisoners and coursed down their cheeks. While the voice of that grand man rang through the uninviting and repulsive room, the scene seemed to have changed to the home, where mother, all kindness, all patience and solicitude, was awaiting the return of her absent boy.

Who shall say those men were not benefited, and the better for having heard that song?

Is there anything which can bring back the memories of the past so vividly, and with such tremendous force and with such telling effect as the sweet strains of music? Musicians, also, feel themselves elevated by coming in contact with musicians greater than themselves. Thus Haydn's genius was fired by Handel. Hearing him play, Haydn's ardor for musical composition was at once excited, and but for this circumstance, he himself believed he would never have written the "Creation." In speaking of Handel, he said: "There is not a note of him but draws blood." It is the gentle, soothing song of the mother which lulls the restless child into a peaceful slumber.

As we wander through the wood in the early springtime, the first thing which attracts and commands our undivided attention is the music of the chirping and singing of the birds as they flit from limb to limb. It gives us a new conception of life; we forget the trials and cares under the magnetism of their song and our heart's load seems to have been lifted, our step becomes buoyant, and renewed hope seems to have taken possession of our hearts. And thus it is we are constantly being assisted in our walk in life by the music which is ever ready to pour its refreshing showers upon us, and make us better and more useful for having its blessing.

WALTER BALTIC LANE.

FROM THE PHILIPPINE ISLANDS.

As this is Sunday and everything is very quiet, even the wires resting for a change, I will write a little for the amusement of the boys who have exhibited their good sense in remaining at home.

The camp I am with is about four and a half miles southwest of Cavite, and thirteen miles across the bay from Manila. There is but one company of marines in "Nipa shacks," from fifty to one hundred yards from the water's edge, in this vicinity. They are camped in sand, which is more than knee deep. When the rainy season begins—and it will be in full swing before this gets into print—our camp will be flooded.

For the past two months we have had fine warm weather in the daytime, but pleasantly cool at night, but it's a fight to the death with mosquitos all the time. Some of them are so old that they are getting grey. We have fine bunks made out of bamboo, and actually have blankets to sleep on. This life is all right for a man who likes to be continually bossed by a man that cannot tell the call of his office, and could not string a wire to save his soul.

THE TELEGRAPHER for the month of January and the new lapel button have been received, and they are both the real thing. With "73" to the O. R. T. wheresoever, Adios.

CERT. 2629.

Cavite Outpost, March 18, 1900.

FROM COLORADO.

I took great pleasure in reading the editorial in the February TELEGRAPHER in regard to express companies. Every word of that is true and to the point. There is one thing missing which I desire to call attention to, and that is that the railroad companies require night telegraphers, with few exceptions, to handle express, receipt for the same, and are also held responsible for any loss or damage. In return for all this he receives no compensation whatever. I think the night telegrapher should have his grievances aired as well as the day man and the agent.

Another question I would like to call the attention of the members to is that of the

State license for telegraphers. I notice that the organized barbers of the State of Iowa are very likely to get the protection on the apprenticeship question that they ask. With only nine votes in opposition, the Legislature of that State passed the barber bill, requiring the licensing of all barbers within the confines of the State. The bill calls for the appointment of a State Board of Examiners to examine all persons who wish to conduct a barber business. Certificates from the Board must be held by all barbers, who must pay an annual fee for renewal. An apprenticeship of three years is required.

Would not a like bill be of great benefit to the telegraphers, and would it not be as easily obtained as by the barbers? It seems to me that this would settle at once and for all, the student question, for few would be willing to serve for three years or even two, before being allowed to take a position. I would like to hear from others on this subject.

Yours in S. O. and D.,

CERT. 767.

SUNDAY LABOR.

A few months ago there appeared in these columns a number of letters regarding the question of "Sunday Labor," which I read with very great interest, hoping that some satisfactory plan of solving this problem would be arrived at. However, of late I see little or nothing about it, and, as it is a question of great importance to each and all of us, I, for one, would like to say a few words on the subject.

The All Wise Creator has commanded that we rest from our labors one day out of seven, and why not try to do our part to this end, when it is for our own good?

Someone may say: "Trains must run on Sunday or traffic would suffer, and it is necessary to have operators to work these trains." If this is true, why not pay them for doing so?

Trainmen, engineers, firemen and all so employed, receive pay for Sunday the same as any other day.

"Oh, but," they say, "These men are paid for each trip." Very well. Take another branch of the service. For instance, take

the steam shovel gangs. These men are paid by the month, but the month is composed of twenty-six days—not thirty-one. A case of this kind came under my notice not long ago, where the steam shovel had to work on Sunday, and the only man on those works who did not draw extra pay for Sunday was the operator. Is that justice? Pay one man extra time and not allow the same to the other.

It is not for the fact that we would make more money by having extra time for Sunday (as for myself, I very much more prefer having Sunday free to myself than be on duty drawing pay), but I believe it is the most effectual way we can adopt to do away with all unnecessary work.

In closing, may I ask one more question? If those working in other departments of the service receive extra remuneration for Sundays then I ask why not we? The reason lies with ourselves. Our cause is a just one, so let us stand for what is right. Fellow employees, let us hear from you on this question.

ONE INTERESTED.

FROM THE ARCTIC CIRCLE.

Bro. Geo. S. Fleming, under date of March 31, writes from White Horse Rapids, Yukon Territory. As he is the farthest north of any of our members, a few extracts may prove interesting. He says:

"I have put in a very monotonous winter and have experienced some weather that would surprise some of the inhabitants of St. Louis. Our coldest day was 65 degrees below zero, and 30 to 50 below was nothing unusual, yet frosted fingers or toes were very rare. A few years ago I spent a winter along the Big Four between East St. Louis and Mattoon, and presume that I might have been there yet had not Mr. French assigned me to Edwardsville Crossing, and do not consider the steady cold weather of the Yukon as disagreeable as the drizzling, changeable weather of the State across your big bridge. The government is already at work on the line between Atlin and Ashcroft, B. C. This line will be about one thousand miles in length and will give

Dawson direct telegraphic communication with the outside world. It will probably be completed by November of this year. The government will also extend the line from Dawson down the Yukon River to Forty Miles, and it is more than probable that a company will construct a line from Forty Miles to Circle City or Fort Yukon.

"In December and January considerable trouble was experienced in keeping the line in working order, owing chiefly to deep snow and the shortness of the days, but since January 28th communication has been steadily maintained. I enclose a blue print of our 18x32 three-room telegraph station.

SOCIALISM OR INDIVIDUAL EFFORT.

If I may be so bold as to attempt a few remarks on socialism as defined by Bro. Jackson in our April number, I would like for a moment to take the stump.

As I understand the brother's definition of the theory of socialism, it will more or less or entirely do away with individual effort and competition.

The only means we have of judging a theory is by a practical test; or in other words, "the proof of the pudding is in the eating." If Bro. Jackson has read the histories of the socialist communities that have from time to time been organized in this country and elsewhere, he has read at the end of each the word—failure. At least this has been the result of all such societies that have come to my notice.

The theory looks well; so why these failures?

Simply because the individual effort and competition are necessary to instil life and energy into any people or government. Without this no people, no government will make any progress in civilization.

Now as to monopoly. The trusts are socialists, but only in their own selfish interests—that they may fill their pockets with the profit that comes from controlling prices of any article or commodity.

If anarchy means individual effort, then I am an anarchist to the extent of believing that our laws should prohibit the formation of trusts or coalition of wealth that attempts to control prices on any

commodity or monopolize any industry. But rather believe that they should encourage commercial competition.

As to public improvements, I believe they should be owned by the government and managed in the interest of the people the same as the postal system is now. What would the public think of anyone who would dare to advocate that the postal system and public wagon roads should be turned over to the control of some corporation and yet the railroads are as much of a public necessity as either one of these.

But let us go slow about advancing the destruction of all individual enterprises, lest we take away the life and energy that is necessary to make a people and government successful, but rather let us forbid monopoly that controls prices in the interest of a few.

A. B. C.

FROM NORTH DAKOTA.

If I remember correctly I am on record as opposed to Government ownership of railroads.

I wish to say now that I am not only not opposed to it, but am unalterably in favor of it.

My reasons are in part as follows:

The competitive system threatens the ruin of the producer and the consequent downfall of the nation.

It is the offspring of Satan and Selfishness, the cause of wage slavery, and could exist without serious consequences, only when those that objected to its tyranny could move from beneath its scourge.

I sincerely wish that every brother would subscribe for and read the following publications, viz.: "Appeal to Reason," "The Ram's Horn," "The Social Gospel," "The Social Crusader," and along with them all, the Bible, especially the Sermon on the Mount. With it all you must remember that the world is moving and that we are not the same people that were here hundreds of years ago.

Bear in mind, however, that the success of those that love their neighbor as themselves, and secure their pleasure by giving to others, is assured and eternal.

Yours in S. O. and D.,

FRED A. WILSON,
Cert. No. 2724.

SCUDS AND HIS GIRL.

Hully Gee, boys, I am in love. You see I have to fall in love with lots of girls to be in the swim. About the first thing I found out when I went into the telegraphing business a fellow had to learn to smoke little white paper sticks filled with tobacco, fall in love with a girl at every office where he worked and try to nap all night. When I tried those white sticks I thought I would die. Lawsey, but I felt bad, but when I fell in love—don't say nothing. I thought I was dying, sure enough. I had such queer feelings.

Love, it is a curious thing,
Shaped something like a lizard;
Curls its tail over its back,
And creeps into your gizzard.

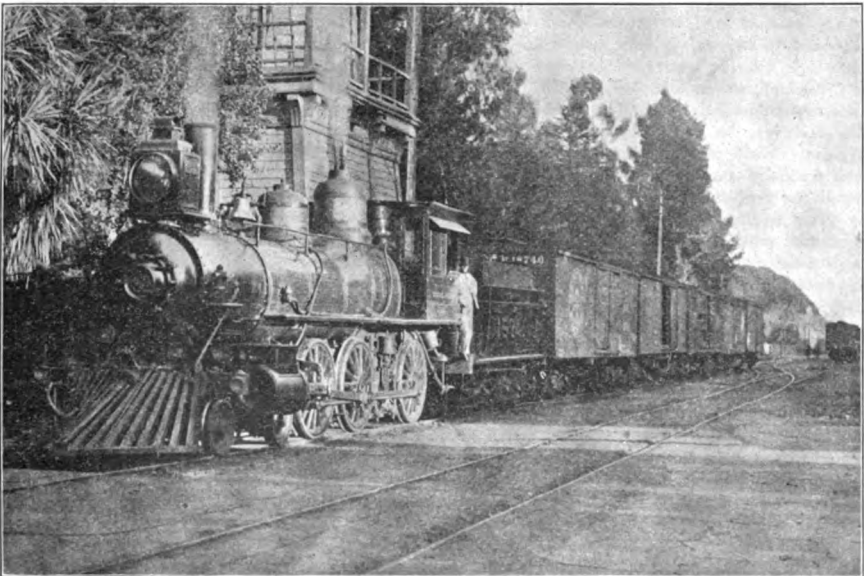
But that girl of mine is a fine girl. She is a "gal" that is a "gal," as the old folks say, and, laws o' me, the education my girl has! I just love her to distraction. I went to see her the other night and after I had been there five minutes I saw fire in her eyes, and pretty soon she said: "Sam," and when she said "Sam" kinder quick I knew that something was going to happen that would beat wrastling with them cigarettes or that bull calf. So my girl said "Sam," I said, "Well, Sally," kinder loving-like, but gosh, it didn't work, and Sally said: "Look here, Samuel, I understand you have been taking another drink of liquor." I said I had taken a little quinine and liquor for the chills, and Sally said: "Well, you must have the chills all the time. You are a nice fellow, ain't you, to tell me such a thing. You are just like the general run of men. I made up my mind, Sam, that no man shall keep my company that touches liquor. It is the greatest curse on this earth. Just look at the fine men and even women it has ruined, and the little children it has abused, and in my judgment, I think the last men in the world that used whiskey would be the telegraphers. An operator who fills his body with alcoholic stimulants and deadens the mental faculties with such stuff is not fit to hold the responsible position as a telegraph operator, where he has the lives of trainmen and passengers in his hands. Also, you whiskey-drinking opera-

tors are nice fellows to help build up your noble O. R. T. When you should be an honor to it you are a disgrace to it. I wish you would show me, Sam, how much benefit the saloon has been to our country. You take all of our great leaders and statesmen and you will find they did not start from a dram-drinking young man. If I had my way and could dictate to your Order, I would put on each application for membership, 'Is candidate addicted to the liquor habit?' And I want you to understand, Sam, I think a great deal of you, and would like

to see you succeed in this world, but if you think more of your whiskey bottle than you do of your position with the company, your health and O. R. T.-ism, you will be a disgrace and complete failure to your dear old mother and father, and to success in this life."

I tell you my girl was red hot when she finished. I certainly did feel ashamed, and I told her I had taken my last drop of quinine and whiskey. I guess I will have to use coffee instead of whiskey for quinine now. Oh, lawsey!

SAM SCUDS.



SOUTHERN PACIFIC COMPANY, COAST DIVISION, TRAIN NO. 31.

This crew holds the record for handling longest and heaviest train into Castroville Junction—48 loads and 91 empties; total, 139 cars. Conductor Al Holbert, Engineer Bigley. Photo taken at Menlo Park, California.

FRATERNAL

Michigan Central Railroad.

Canada Division:—

It is a matter for congratulation that since the adoption of the "Target System" of organization the O. R. T. has taken on new life, and its membership has been increased in a way that has brought a smile of satisfaction to all those pioneers of the Order who have stood so firmly together and nursed it through adversities to which it has been subjected in the past, but those gloomy days have gone by, and the clouds have taken on golden tints, and the genial rays of the sun are slanting across the hilltops of opposition, and the mists are clearing from the valleys, and the harvest of new members promises to be abundant.

Every member, I believe, whose name is on "Circular No. 2," has been working with a will the past month and success has crowned their efforts, but we are not satisfied with past successes; we must renew our energies and not relax our determination to have every telegrapher come in the fold, and we realize there is earnest work ahead to accomplish this task, because it is sometimes a difficult matter to convince one who says, "Well, I am in sympathy with the Order, but it's never done anything on this road." There might, however, be room for argument on this very point. While we have never been recognized by the company (never having asked them to do so), still the very fact of the O. R. T. having for many years had a good foundation here may just have caused our positions to remain about the same without falling to a lower level. But this brings me to the question, "Why have the telegraphers on this road not been granted extra pay with extra responsibilities imposed?" It's within the memory of nearly all of us, when it was not compulsory to wear uniforms, when the train signal box had not been heard of, and when it was not required of us to run out in front of express trains to present them a clear signal and then while they pass to remain on the platform to watch for defective gearings, etc., but above all to give the rear brakeman a signal and to get eyes, ears and mouth filled with smoke, red hot cinders, gravel, snow or any other old thing that train might have up its sleeve to drop off for his special benefit.

Well, was there any extra compensation spoken of when these extra duties were laid upon us? Never; and just so it is in other matters. We must keep the station neat and clean, but, of course, a man might as well be doing that as anything. Oh, yes; it's congenial employment. Then we must work fifty-two Sundays each year for nothing (except a great deal of glory), but if we are absent a single day, why, of course, our pay stops. Why should we not have two weeks' holiday each year on full pay?

And now a word regarding express company's work. I read with much interest the editor's article on this subject, and also Cert. 3597 in the February issue. It is a fact the express company is most arbitrary on this road. After repeated requests for increased pay the superintendent asked me to wait three months and he would then see what he could do, but before the three months was up we had been transferred to another superintendent's jurisdiction, who would not entertain or listen to my request. I am therefore still doing business at the old stand and the express company is getting the profits. This matter of working for express companies should certainly be looked into. CERT. 107.

Pittsburg Div., No. 52.

The regular meeting of May 19 was a rouser and one that we like to see. Two more petitions for membership were read and acted upon.

The By-Laws Committee reported at this meeting, presenting several amendments to the by-laws, which were agreed upon and will be acted on at the meeting in June.

Nominations for officers for the ensuing year were made and at the meeting of June 2, the regular election will be held and we will have the pleasure in our July journal to inform you as to who they are. Several of the boys are after the presidency, and it is expected several ballots will be taken before one is agreed upon.

A very interesting letter was read from Bro. P. E. Sweeley, who is now at Pasadena, Cal., for his health. We hope "PE" will come back to us in good health, or if he remains out there that he will regain his usual good health and become acclimated.

Claims for sick benefits from Bros. Austin and Kelly were read and the proper benefits ordered drawn. Bro. Whitesell was present and looks more like himself. He expects to resume duty some time in June. No report was made on the condition of Bro. Reynolds, as he has failed to notify the secretary as to how he is, and no brothers knew when he expected to resume duty. "Jack," wake up and attend to your duty.

The secretary reported that the Citizens Insurance Co., who rented our hall to us, desired to rent out the present lodge room for offices, and we being the only occupants now, requested that we remove to the lodge room one floor above, or the fourth floor. A committee having viewed the place, reported that it was in elegant shape for lodge purposes and on motion it was decided to remove, and in the future our meetings will be held on the fourth floor instead of the third, as at present. This is the lodge room we have occupied for the last thirteen years, and it will seem rather queer to be located in another room.

However, the place is better adapted for this purpose and will suit us much better.

Bro. Cooper was appointed a committee to secure smokes for our next meeting. The secretary was also instructed to have ice water on hand until further notice.

We were delighted to have the pleasure of meeting several of our new Pennsylvania Railroad members who have never visited us before, and from their actions and expressions they must have enjoyed themselves, or at least we hope so. They seemed to take a great interest in the proceedings. Keep it up, boys, we are always glad to see you and hope you will be on hand at every meeting.

We were also glad to see Bro. Bird, our old-time friend, present. "Hil" is working at Cumberland in the dispatcher's office, but never forgets old 52. We were also glad to see the faces of several new members from along the B. & O.

Bros. Boley and Costello were reported as being confined to their homes by illness. We extend to the brothers our sympathy and hope they will soon be out again.

Yours in S. O. & D.,

"JIMSEY."

Wm. E. Dushane, second trick operator at Derry, and Miss Mary McMahon, of Portsmouth, O., were united in marriage at the home of the bride's parents, Tuesday, May 29, 1900, at 9 a. m. Mr. Dushane is a well-known and popular telegrapher on the Pittsburg Division of the Pennsylvania Railroad. The bride is one of the most talented and charming young ladies of Portsmouth, O., and the daughter of Mr. James McMahon, a very prominent citizen of that place.

Mr. Dushane and wife will be at home to their many friends and relatives after June 10th, Ligonier avenue, Derry Station. The telegraphers along this Division extend congratulations to the young and happy couple. "WD," we will take cream. CERT. 1189.

Pittsburg Division, Pennsylvania Railroad:—

Mr. Reed, third trick man at "GU," is off on a week's vacation. We understand he is building a fine residence in Greensburg.

H. L. King, at "KR," was off duty a week, taking his annual vacation. J. C. Witt and Chas. Campbell relieved both and seem right at home.

Gilbert Cribbs has returned to duty after a pleasant two weeks' vacation.

John Monahan, first trick message man at "SW," is serving as juryman at Greensburg this week. J. H. Cline working first trick, and Chas. Diehl, second trick, and W. R. Blystone, third.

Messrs. Ryan and Murphy attended dancing school in Greensburg one evening last week.

Messrs. Hagerty and Rothrock have been working twelve hours for a few days, on account of Mr. Hanlin being absent on his vacation.

Bro. McFadden, of Latrobe, has left the service and embarked in the insurance business at Wilmerding. Harry has won the respect of every operator on this Division, and they all hope success will crown his efforts.

We understand a couple of the boys who attended the meeting last month missed the last train. We would suggest they take a schedule with them the next time, or else not loiter along the streets.

There seems to be some attraction at Greensburg for J. W. Ryan.

Jacob Ebersole, day man at "CG," has been doing the elegant at "HJ" during the absence of Mr. Diehl. How about the widow, "ID"?

W. Palmer was taking a peep at the pneumatic machines at "SW" on Friday evening.

Miss Amend, at "DR," and J. J. Daniels, of "SW," were attending court in Greensburg last week.

We understand Messrs. Ryan, Murphy and Palmer were Greensburg visitors last week. "RN" and "WC" have standing invitations on "J" street.

We regret to hear that Mr. King, of Latrobe, while cutting a stick the other evening, had the misfortune of cutting his hand very severely, the knife glancing off and it was necessary to call a physician, who put seven stitches in the injured member. Better try and do better next time, "HL."

E. J. Amend, of "GH," has been doing the extra work at "SZ" during the absence of Opr. Sentmyer, who is in the East attending his sister's marriage, M. Tarner relieving Mr. Amend.

Opr. Strong, at "GH," has been transferred to "BC" as message man.

H. C. Rothrock left on his vacation last Thursday for a visit to his home, Mr. Diehl relieving him.

Messrs. Carr and Reed are still holding down Redstone Junction twelve hours. W. A. Palmer is holding down "AX" for a few days. J. C. Witt is working at "CY" for a few days.

We had the pleasure of visiting Conemaugh the other day and found Miss J. R. and Miss B. M. Morgan holding down second and third tricks to perfection. We hear that "MN" is thinking seriously of going to cooking school. Wonder what this means, "JM"? Can you give us any light on the subject?

At "GY" we paid our respects to Miss Oliver and Miss Miller, two very accommodating young ladies.

At "BN" we have three big-hearted boys, Troy, Kolb and Ed Smith.

We pass on west and reaching "KR" we receive the glad eye from O'Brien, King and Witt.

Stepping into "CY" we see the smiling faces of "Old Vet" Ray, Ryan and Campbell. Only a short distance to "KY" we get the big handshake.

At "SW" we find Thompson, J. Monahan, Daniels, Reed, Ulerly and Taffy Cline.

Only a short walk to "GU" and we meet Byers, Monahan, E. Blystone.

At "RQ," L. Ulerly, Suter and Murphy.

At "MF" we see Crawford, Steiner and Pool, three estimable young men.

At "SZ" we find Pool, Eiseman and Sentmyer.

At "UJ" we see a couple of fine ladies, Mrs. Pringle and Miss Houston.

At "GH" we see Miss Diehl, Miss Carry, E. J. Amend, M. Tarner.

At "WG" we find W. Blystone and O. Blystone. At "WF" we find Agent and Opr. Boilin, who will always give you a hearty welcome.

Quite a number of our boys attended Division meeting May 19, and received a hearty welcome and report having an enjoyable time. We hope our members will do their best to attend these meetings as often as possible, as they will find them very instructive. No foolishness is permitted. Every evening you will hear matters discussed for the betterment of the profession and instructions on the switchboard for those who desire to further their study in that direction. We will continue our story of the visit along the road in our next journal.

"WILL U. BEE."

Mountain Notes:—

May TELEGRAPHER at hand and contents read with pleasure. The boys were all very much pleased to find so much Pittsburg Division No. 52 news. We congratulate Cert. 1189, whoever he is, on his items and hope he will come again with another batch of notes. Bro. Perham is to be congratulated for the fine journal he has given us for May. It comes like a letter from home, always welcome and on time.

In continuing our trip on the hill this month, we drop in at "HN" and are much pleased to find our old friend, C. M. Rhoads, back to work after his long spell of sickness. If any of the boys are around the Point, stop in. "CV" always keeps ice water on tap.

W. H. Lego, who has been working days at "KN" during the illness of Mr. Rhoads, has again taken up the night work like an old "vet." We notice he has a new "mill," and the next thing we expect will be that he has secured a fair typewriter. How about it, "WI"?

We find McCloskey, of "KN," learning the work at "NY" and "LY." Guess you are not sorry to leave the "coal pile," "FX."

We step off and find Miss Bertha Oliver at "GY." Remaining until evening we find Miss Miller, who extends the glad hand toward us.

Your scribe is glad to note that he had the pleasure of sending in several applications for membership to Secretary of Division No. 52 last week, and has several more about ready for the first of the new term. There are only a few "nons" along the Division now, and we want to clean them up and have them all under one umbrella. Do your duty, boys, and see if you cannot swell the number. If a man puts you off for a while, don't give him up, but keep after him until you do get him.

At "GM" we find about the same old crowd, with the exception of a new face, Mr. Miller.

On the other side of the hill Harvey, Lear, Fleck and Hilty are keeping "DS" and the dispatchers posted in regard to trains.

At "AG" we are treated to a surprise in the form of G. D. Dinges, the veteran operator of the Pittsburg Division, who is back to work after several weeks' vacation. McGrail steps back into second place, while Harkins looks after the numbers at night. Tom, we have seen your

mountain home. Excuse us, but your social duties must be hard to fill.

There has been a general shaking up around the Old Portage tunnel. H. Miller has left "SF" and will hereafter be found at "AR." Miss Ermire expects to sail for the other shores in a few weeks and will do Paris. She expects to be gone about two months. Scotty, remember "we" who are not so fortunate.

Miss Oliver is holding down second trick at this point. Boys, when you drop in for a chat, be sure and wear high-heeled shoes and a plug hat. Little fellows not in favor.

At "AR" we find Dawson back on duty after several days off on account of a bad cold, Ehrenfield doing the elegant on second base, but failed to find our old friend, Eagle Eye Downes, doing the "owl act." We are glad to note that Mr. Downes has been promoted to dispatcher's office in "OD."

Over at "WN" we find a Boer camp. Oom Paul, with a chip on each shoulder, is looking for trouble, while General Riley and Kiel stand on either side as right and left wing.

Ryan, Meehan and Daniels hold forth at "MO." We hear that Daniels will take a trip through the West in June. Hope you get lost, "DX."

"VO" has become disgusted with politics and will act as drum major for the Lilly band on Decoration Day. Barnum & Bailey will no doubt be on hand with a view of securing his services.

Lilly sports three fine young men, the two Viegles Brothers and J. W. George.

J. J. Lynch, the extra man, goes to "SQ" to learn the work.

At "AO" we find L. Biter, H. B. Grove and R. F. Berkebile. "RV" has a big smile and says it is caused by the arrival of that big girl.

"DM" is well represented by three lightning slingers, R. M. Herst, Miss J. R. Morgan and Miss B. M. Morgan. These two ladies do not scare at a sounder. We understand there will soon be a vacancy at this point and probably "MN" or "RG" could tell us something about it.

We understand there is a "ham" factory below Lilly that should be looked after. Boys, keep your eyes open and endeavor to discourage the indiscriminate teaching of students. A few are all right, but to have every, Tom, Dick and Harry learning, is not right. You know the Order doesn't object to good and worthy young men being taught, when the proper permission is secured and this serves to elevate, rather than pull down our profession, and will help out the company in furnishing better operators and better service.

"MOUNTAINEER."

The Meeting at Cresson:—

A meeting of the O. R. T. members of the Pittsburg and C. & C. Divisions of the P. R. R. was held at Cresson, the beautiful summer resort in the Alleghany mountains, on Sunday, May 27.

Invitations were sent out by the committee to members as far west as Pittsburg, and east to Altoona.

The boys began to arrive early in the day and kept the receiving committee busy meeting and

introducing them to each other. We were also pleased to grasp the hand of several Altoona Division boys.

The object of this meeting as explained in the invitation, was to get our members together, have them meet each other to become better acquainted and spend a social day together.

We were much pleased to have three of our young lady operators with us part of the day, and were looking for several of the other girls, but presume they could not be relieved.

The meeting was pronounced by all who attended as a grand success except in point of numbers, but considering the way the boys are worked and the distance some would be compelled to come we could not expect a much larger crowd.

After assembling at the Anderson House and becoming acquainted as only a good, jolly crowd of operators can, we began the day's pleasure by meeting some new arrivals at the station, who came on the afternoon train.

A motion was made that we visit Cresson Springs, which was seconded by at least half a dozen voices. Here we quenched our thirst from one of the purest natural springs in Pennsylvania. After half an hour's rest beside the shady spring, a move was made and we started for a walk through the beautiful Mountain House grounds, arriving at the Observatory tired and warm. Here we obtained a grand view of the surrounding country. In all thirty visited the tower at one time.

Two of the boys had their cameras along, so next in order was a group picture. The one-armed man had some difficulty in getting the boys and girls to look pleasant, but at last was very successful and we each hope to receive a picture.

The young ladies decided they could not stay for evening meeting, so we started on our return trip through the woods. After arriving in the grounds the company separated into groups of four and five, indulging in pleasant conversation in regard to the prospects of our Order, the securing of new members and other subjects.

As it was necessary for some to start home on No. 13 and No. 34 the crowd once more found itself at the station. Here we bid good-bye to five of our company and soon reached the Anderson House, where a half hour was enjoyed on the broad, cool porch before supper. We were soon called to a feast in the large dining room, which was decorated and which contains a large number of fine elk and deer heads.

It took four large tables to accommodate our company, and the boys were soon doing ample justice to the many good things that "mine host Wendroth" put before us. There was a constant peal of laughter kept up all during supper, caused by the many tales and experiences at the key. Even good things must come to an end. Supper being over we all showed our up-to-date cards at the door, and assembled in the two large parlors which had been reserved for this special occasion.

We are sorry that more of our members were not present to hear the able address of S. J. Konenkamp, our local president of Pittsburg Divi-

sion No. 52. Bro. Konenkamp spoke straight from the shoulder, giving us a brief history of what our Order has done in the past, what it is doing now and what it expects to do in the future. He gave us many facts and showed us just what was necessary before a schedule could be obtained for the P. R. R. system. Altogether he spoke about one hour and had the attention of all during every minute of that time.

After the address he invited all to ask any questions we chose in regard to the Order. Anyone present who wished could now speak, of which several took advantage of the opportunity, giving suggestions in regard to plans, etc., which will be valuable in the near future.

The C. & C. boys turned out better than was expected. They elected an Adjustment Committee of three, while the Pittsburg Division boys elected a committee of five for another purpose, which will be made known later.

The meeting now extended the two brothers who planned the meeting a vote of thanks; also a vote of thanks to Bro. Konenkamp for his able address, after which the meeting adjourned, the boys departing for their homes happy in the thought that they have been able to plant their standard in a region where it has never waved heretofore.

Yours in S. O. & D.,
Div. 52, C.M.T. 1181.

Oregon Short Line.

Reading the many eloquent letters from the boys on other lines makes me ambitious to see something in our official organ from this part of the world.

The Oregon Short Line is manned by Order men and in other ways is in very good shape.

At Ogden recently we had the pleasure of meeting Bro. A. D. F. Reynolds, otherwise known as "Alphabet." He is General Agent for the Underwood Typewriter and is doing very well. Bro. Reynolds is always glad to meet any of the boys, especially Order men. If a "non" he will not hurt him, but endeavor to show him the error of his ways. Call on him at 2458 Grand avenue when you happen in Ogden.

Now a few words for the Montana Division.

At "H," dispatcher's office, we find Messrs. McGill, Scarbough and Castle working first, second and third tricks, with E. H. Williams, chief.

"CA," McDonald, manager, Mattson, Kingston and Foster, day operators, with Wm. During the "owl."

"BF," we find Collins, days, Fullmer, nights.

"AK," G. D. Hill, agent, A. Thomas, cashier, Pearson, days, Wolff, nights. Wait till we get our new depot.

"AR," Corrouthers, agent, Hepburn, operator nights.

"DC," Anderson, who burns the boys, days; Jones, nights.

"RC," Mrs. Roberts, agent; Coleman, "owl."

"MO," Eagen, agent; Irwin during the small hours.

RD," "MN," days; Davis, nights. When are you going to Nome, "V"?

"DK," don't know, but both jolly good fellows. "DN," Allen, "who fought Spaniards," says; Anderson, night's.

"VI," the Hon. Hawk, agent; Calvert, night operator.

"the Kid from Illinois signs "C," keeps the table warm nights, while West wakes him up at 7:30 a. m., every day.

"SB," the end of our line, and controlled by Northern Pacific men.

We all are anticipating some changes. Going to open a new office at Feely. Pearson, from "AK," to go there as day man. Unable to find out who gets "AK" day job. A MEMBER.

Philadelphia, Pa., Div. No. 30.

Mingled with the P. T. Division announcements and miscellaneous matters of the past month will first say that the new schedule in effect on 27th to and from Broad St. Station is making our "lightning manipulators" on above Division transmit "high and low potential voltages" to such an extent that the ordinary knight would be jarred to a shocking degree.

Before the summer is over it looks as though the 500 and — mark as of yore, will be passed. The Philadelphia Horse Show and other event, with a varying temperature of from 60° to 95° made the first week of our summer season an *agreeably pleasant* occurrence. Just previous to this the Division handled the business of the B. & O. and P. & R. for about one week. This accounts for the rear end collision in their tunnel near Twenty-fourth and Chestnut. The tunnel is nearly one-half a mile long and passes under the streets of West Philadelphia. Fire, and wreckage, together with the explosion of a number of oil tanks, created terrible havoc with sadness in at least two homes. It was several days ere these tracks could be used. The "Pennsy" kindly handled their business, consisting of New York & Washington Royal Blues, locals, freights, double and triple header.

The P. W. & P. boys are now happy. The majority of them have got a \$5 raise, and all fifteen-year men annual passes. This is a move in the right direction, and it is to be hoped this action will be appreciated by all concerned. The management is doing many good things in this line in the telegraph department, and eight-hour offices are being established in rapid succession, and for the present, more especially where the business demands. These reforms are encouraging and brighter hopes for the future are entertained.

Division No. 30, with heart always beating in the right direction, never fails to respond to the appeal of a *neighbor* in distress. This is evidenced by the action of the Division in cheerfully contributing the sum of \$50 in favor of our brothers in the Southern Railway strike contest in which they so manfully battled.

Chambers Bro. strike is still on and the committee continues to do its duty. It was a hard winter's struggle, and Fifty-second st., near Lancaster ave., has always got something of interest.

Referring to the Southern Ry. trouble a

friendly daily on being asked for an explanation writes as follows: "You sent me the first printed information. See to-day's ——. Shall be glad to be kept in touch with progress of strike, number out, number of non-union men, accidents, etc. If I had known of the "Scab Route" strike before you may be sure I would have published it long ago." In an interview it was said Associated Press reports on the same were being suppressed. How interesting.

Bro. Perham advises that cards for the new term beginning July 1 is out. Please remit at an early date, and *get yours*.

The Southern Pacific boys, for example, are a credit. Are you watching them?

Vacation list of the levermen is about complete and will soon be issued—ten days' pleasure.

Bro. H. Kerns is at present laid up with a very sore throat.

Brother, have you got your receipt from St. Louis yet on account of Southern Ry. strike assessment? This is important to you. Please see to it at once.

Bros. Stevens, Hutton, Strickland and Marr attended smoker of Newark Division 74 last month and were pleased with their reception.

Division 44 turned out strong, and an enjoyable evening was spent. Bros. Hiller and Hutton were present at first May meeting of Division 44 last month and met with an agreeable surprise. Philadelphia is now considering the advisability of introducing reforms. Our Long Island brothers are O. K.

P. R. R., N. Y. Division:—

Some vast improvements at the Jersey City Terminal may be expected to be put in force in the near future. Our prophets say many telegraphers will be needed. Just what effect it will have on our roster is highly problematical at present. Wages on the N. Y. Division depend upon the supply? The supply is practically inexhaustible. Our "middle of the road" extras average some \$13.13 per thirty nights during the past cold season. Would not be a bad idea if some of the hard-working 365-day-per-year men were given an occasional day off. It certainly would add to the \$13.13 per.

Several of our hard-working boys have received a pass to go to work on. This is as it should be, and the more the merrier. There should be a goodly number forthcoming; \$41.25 for five years and more can be improved on. This no pass situation is confined to our Division and it is bound to be side-tracked in time.

Many of the boys think they should have a day or two off per month. This is certainly not an insane idea and should be set in motion. It is rather monotonous to be pulling the irons day in and day out, including meal hours and Sundays.

The general health of our manipulators is pretty fair, although we have had two very bad cases of sickness in the case of Mr. Ritchie, second trick at "DO," Trenton, who is still on the sick list, and Mr. Asey, of "VN," Air Tower, Frankford, twelve-hour trick. Such cases are deserving

of sympathy. A man having some two thousand lever movements per day the month throughout to look after, or twelve hours a day with these responsible train movements cannot possibly keep in proper physical shape to ward off sickness. You must either become a hoe man or a sick man.

This reminds us what the O. R. T. is here for. For shorter hours and better pay to ameliorate the condition of the worker. Are you with us or against us? A hoe man, a trimmer or a white man? An individual protest has no weight whatever. We know that from experience. A committee can have any just grievance acted upon by the proper authorities. An official cannot keep justice in the background to advance his interest in these gilded days. We are here working for your interest, first, last and all the time. Will you help push a good thing along?

CERT. 254.

Philadelphia Division, B. & O.—

This Division of the B. & O., while it does not appear in the columns of the Journal so very often, still the operators working on it receive the Journal and we are glad to say about 90 per cent of them at that. Everything on the Division seems as usual. With our new schedule in effect May 20 comes a new east-bound Royal Blue train No. 536, and one new local west-bound. This undoubtedly indicates an increase in passenger business, and we are glad to see it. With the new schedule also appeared a few new "block rules." Boys, live up to them. It is just as easy to do this as to violate them.

Writing here about violating "block rules," naturally brings to our mind the "Park Tunnel" horror of the night of May 11, wherein the lives of two brothers—engineer and fireman—were wiped from this earth through the evident violation of company rules. While there seems to have been others outside of the block operator in this case who violated rules, still it seems the latter was first at fault. The operators on this end of the Philadelphia Division have had many greater surprises than they had when it was claimed Lantell was the cause of the "Park Tunnel" accident, especially those who had to work with him. It is a very sad affair and we all feel sorry for our friend, Lantell. He is not a member of our Order. The account of this accident having been fully aired in the daily papers I will conclude reference to it here by saying the eight-hour law would very likely have avoided it. Twelve hours a day for a block operator to work is an outrage and a shame and organization is the only remedy in sight at this time. So boys, stand up for your colors.

At Fifty-eighth street we find a new interlocking plant, Bros. Simons and Battersby holding it down with a raise of \$10 per month. Glad to hear it.

At West Yard, Wilmington, we meet Bro. Frasher working block, with Bro. Scott at "BU," W. and N. Junction. This is new, too; single track block. We hope you have good luck. Remember Rules 325, 326 and 327.

Bro. Harry Smith took a spin down to Jersey a few days hence. Wonder what's down that way. We believe he needs watching.

We are sorry to hear of the death of the only son of Bro. and Mrs. L. E. Williams. The sympathies of the brothers on the Division are extended to Bro. Williams and family.

Hope to hear from some one else on this Division in our next journal.

Yours in S. O. & D.,

"EMPLOYEE."

Just to hand is a copy of the evening paper of date June 1, wherein the finding of the jury in the "Park Tunnel" accident is given, and is here reproduced, as follows:

After deliberating about an hour the jury handed in the following verdict:

"The jury appointed to determine the cause of death of George E. Laub and William F. Hinchman find that their deaths were due to a collision between train 694 of the Baltimore and Ohio Railroad and train 1,023 of the Reading Railroad in the tunnel of the Schuylkill River and East Side Railroad.

"We agree that William Lantell was criminally negligent in sleeping at his post.

"We believe that the conductor of 1,023 should be censured for not sending the flagman back to the signal.

"We believe that the conductor of 694 should be censured for running ahead of time.

"We believe that keeping operators or signal men at work for twelve hours consecutively is inviting disaster, especially when such men are alone in towers, and we recommend that the time of service of such employes should be reduced to eight hours a day.

"We suggest that a more modern system of signals be installed at this point, and that the tunnel be made an absolute block by the installation of electrical or automatic devices.

"We would also suggest that the tunnel should be lighted and ventilated as an additional safeguard."

The "boycott" has been raised from the Philadelphia Times. It is now a friendly organ, being put under a new management recently.

The United Labor League at its last meeting put a "boycott" on the *Evening Bulletin* for being very unfriendly. The League had good reasons for doing this. "Shake the Bulletin."

Div. Cor.

D. & R. G. System, Div. No. 49.

A called meeting of this Division was held at the Union Depot, Pueblo, the evening of May 3, at which about thirty-five members were present. Bro. Hill, General Chairman, presided. Bro. Hill was returning from Denver, where he had helped to clear the atmosphere for several grieving brothers, and took this opportunity to get acquainted with First Division Members. He reports a successful issue of all matters, and assures us a general good feeling toward our members exists at the general offices.

Various matters of interest were discussed and the meeting was very profitable to all present.

A message of sympathy with, and assurance of, hearty support of our Grand Officers and members in the Southern Railway strike was sent Bros. H. B. Perham, St. Louis, and W. V. Powell, Atlanta, Ga.

Before this note comes to you, you will have received circulars from our General Board, to which you should give your immediate attention.

Though the D. & R. G. membership is not in the rear guard by any means, we believe a general revival of interest is in progress. Meetings will be held at different points on the system, giving all an opportunity to air their views and become better acquainted both with their fellow workers and the objects and aims of the O. R. T. It lays with you. Attend the meetings when you have a chance. You will be apprised of all actions taken by our General Board and will be expected to approve or disapprove as you may elect, as ballots will be mailed you, and you should use them, not to help fill the waste basket, but for the purpose intended.

Bro. Hill says he is not a public speaker, but never mind, we believe he is a man and O. R. T. clear through.

Bro. Hayton, from Beaver, don't think it advisable to enter politics.

Bros. McBean, of Swallows, Rogers, of Butte, Wiley, of San Carlos, and Hayton, of Beaver, were a few of the brothers from along the line present.

Fraternally,
A MEMBER.

New York Div. No. 44.

The first regular meeting for the month of May was called at 7:45 p. m., May 5, with President P. H. Enright in the chair, and an unusually large attendance. Interest in our Division never lags, but seems to be steadily increasing. Many petitions for membership are presented at each meeting. Some of the recent ones are Bros. E. J. Kelly, L. R. Knoess, L. I. and L. D. Chivers, Thos. Pollitt, Edw. Thompson, L. I. and C. E. Downie and others.

Bills amounting to \$17.90, including that for the beautiful floral design for Bro. Smith, deceased, were ordered paid. By a majority vote the S. & T. is hereafter authorized to purchase flowers or any other necessity for the funeral of a deceased member, when a special meeting cannot be called, using his own judgment and discretion.

The following resolution was submitted and adopted:

In Memoriam.

We are called upon to mourn the loss of our esteemed Bro. Wm. S. Smith, who departed this life April 25, 1900.

True to the highest standard of uprightness and integrity, genial and pleasant in manner, benevolent and charitable in disposition, he was justly entitled to the respect and honor of all those whose privilege it was to know him; therefore, be it

Resolved, That we place upon our minutes this slight tribute to the worth of one whose memory

we will cherish, and that a copy of this minute be sent to his family and one to THE TELEGRAPHER for publication.

G. W. HILLEY,
P. H. ENRIGHT,
J. F. HINTERLEITER,
Committee.

Under new business came the nomination of officers to serve during the ensuing year. This was especially interesting, but too lengthy to go into detail. Suffice it to say we have a corps of carefully selected officials, whose names will appear later on.

This being initiation night the Order of the meeting was changed and I will go no further, because of utter failure if I attempted to do it justice. If you want to know about it, boys, just ask some one who was there, but don't dare to approach any of the newly-initiated members unless you are loaded. It was "all right."

Following the ceremony was a spread and smoker and a lot of other things which I don't remember.

At 12:30 a. m. upwards of a hundred filed out the doors and to their respective homes, after a thoroughly enjoyable evening.

The second regular meeting was called to order at 10 o'clock a. m., May 15, by Deputy President T. F. Noon. You can't lose the "night owls" in the dark, and the meetings are interesting. The usual formula was gone through with and a "smoke" extended to all, after which the meeting closed at 12 o'clock, noon.

The S. & T. calls the attention of members to the fact that dues for the present term must be remitted without further notice; also those who have not a card to June 30, 1900, should remit \$4 to him at once and get fixed up O. K. for this term. This is positively the last call.

Members will greatly oblige the S. & T. and save him considerable inconvenience by notifying him promptly whenever they change addresses.

L. I. R. R. Notes:--

I submit to you a few gleanings from various members:

Bro. G. W. Morrell, who is at Colon, Panama, has again remitted his dues in advance to June 30, 1901. How's that? He knows a good thing, though far away. Luck to you, brother.

Bro. J. J. Keating promoted to the agency at Flushing Bridge St.

Nineteen members of N. Y. Div. 44 attended a "smoker" given by Elizabeth, N. J., Div. 74 on the 16th day of May. They all reported a good time and are anxiously awaiting another call. Free transportation was obtained by the secretary, via C. R. R. of N. J.

Bro. E. G. Fox, towerman Queens st., spent a short vacation with his parents in Baltimore, Md.

Bro. Geo. W. Hilley, Jamaica "X" Switches, visited relatives and friends in and around Palmyra, Pa.

Bro. Edw. Collins, promoted to the second trick at Jamaica "X" Switches, vacated through the death of Bro. W. S. Smith.

Bro. G. W. West, formerly with the Erie Ry., is now working nights at Elmhurst.

Bro. C. E. Fyfe, agent Bay Tide, took a few days off for recreation.

Bro. J. C. Major, relief towerman, spent a few days at his former home in Virginia.

Bro. Thos. White, freight agent at Hempstead, who was confined to his bed on account of sickness, has again resumed duty.

Bro. E. W. Tuttle is now agent at West Hampton.

Bro. C. G. Curtis, relief towerman, No. 3, is now keeping house on Fifth st. Bro. C. claims it's "mamma" that is with him. We do not doubt his word, but —! Well, O. K.

At Hempstead we find Bros. F. Combs and J. H. Sreater attending to the tower, and Bro. T. White as freight agent, with Bro. T. P. Lawlor at Garden City.

We have appointed Bro. H. W. Bowen, Roukonkoma, and Bro. E. W. Tuttle, West Hampton, as Assistant Division Correspondents to send news to Division Correspondent, and thus represent the east end of the Island in every issue. Members will please assist them to gather news. S. & T.

Our Manhattan Line brothers are taking a great interest in the Order's welfare. We will try and locate a few.

Bro. H. P. Hallenbeck we find doing the "owl act" at Canal st., and Bro. Edw. Thompson on days.

On the Sixth Av. Line Bros. H. H. Thatcher and R. D. Matthews keep things moving.

Bros. T. F. Noon and T. A. Gleason always make it a point to attend meetings, accompanied by Bros. L. S. Brown, T. E. Jones, C. E. Downie, F. B. Pine and W. S. Conklin. We notice Bro. Conklin is retained from work frequently on account of sickness. Sorry to hear it.

We find Bros. O'Meara, Booth and Clayton very slow, but I presume they will see their error in due time. "Smoke up."

Bro. B. T. Carter, Babylon, promoted to agent at East Rockaway.

Bro. T. U. Pollitt, Mineola, promoted to agent at Lynbrook.

We must congratulate Bro. Chas. Umstat on the success he is making on the relief position, etc, etc.

The changes in the agents' departement are too numerous to mention on account of summer schedule.

Bro. H. W. Grossmyer, agent at Corona, accompanied by his family, are spending their vacation at their former home in Penna, near Harrisburg, Pa. Bro. J. S. Murph is relieving him.

Bro. J. Cummings is still holding third trick at Montauk tower.

Bro. F. Newton keeps things moving at Myrtle ave. There will soon be a night man with him.

Spring time table went into effect May 29; few more trains. Summer card will go in effect June 15. Then we work.

Bro. E. R. Collins has returned from a month's vacation, during which time he visited his home

in Bellwood, Pa. It was his first vacation in three and one-half years.

Bro. and Mrs. W. W. Dyer was blessed with a ten-pound O. R. T. boy last month. Bro. Dyer transferred to Hammel's Junction.

Bro. J. H. Happersett, formerly at Hammel's Junction, resigned and left for Atlantic City.

Bro. T. R. Higgins, an old-timer, is again with us on the Island.

Bro. E. L. Whitman promoted to ticket agent, Sag Harbor. This makes "SH" solid, with Bro. E. W. Morrell as agent.

With best wishes.

Yours in S. O. & D.,

VAN.

C., H. & D., Div. 21.

Wellston Division:—

Only a few 'nons' left, brothers, to make this Division at top of the ladder. Wake up, you sleepy ones who haven't been with us for six months now, and try to make our Division solid. Only a few scattering seeds along the wayside yet.

Hon. J. G. Thomas, who struck the Chicago snow bank, is hitting the brass at "JN" while the gravel trains are on.

Bro. Taylor, of "MD," went fishing at Austin the other night. Mr. Quart went with him.

The few changes which have occurred recently are as follows: Bro. McKibben, Jamestown, to "RO," nights. Manor, "RO," to "JA." Porter, "FR," to "WD," days. Toops, "FR," to "CH," nights.

E. B. Wright has resigned his position as chief dispatcher to follow other business.

This Division has sold its hay presses. Hay too scarce.

Bro. Penland, of "A," has plenty to do now, as the transfer business with Grasshopper is on the boom.

Rest of boys are feeling well.

CERT. 2207.

Cincinnati Division:—

Everything lovely on this Division as far as we know, except that in spite of all our efforts, there are still a few "nons," and at least as many as two "hams" on single track. Oh, if these "nons" could but see themselves as others see them.

Some of them say, "It don't do me any good," yet when it comes to them to accept or decline a position that is considered a promotion, they are right in for their rights. My only prayer is, boys, that you will come to your senses, and be made to see that you are working against your own interest, and how selfish and unmanly you are acting, and that you will make haste to fill up an application blank at once for joining the organization of your craft.

Bro. Bartman, made regular day man at "3" by the promotion of Mr. Augspurger to "C1," has changed his private sign to "B," at the request of Mr. Hoffman, "DO."

H. A. Cochran, who comes from the chief engineer's office back to the transportation depart-

ment again as extra agent, is working at Fairmount at present.

Bro. Rench is taking his annual vacation, relieved by Bro. Sprowl.

Bro. Kennedy, of "3," nights, is taking a vacation, relieved by Bro. Wenk.

Bro. Stenger, of "BK," was away on vacation a few days recently. We wonder what kind of a conspiracy he can be plotting?

Mr. Reed, of Carlisle, was sick a few days, and Mr. Husted, the night "owl" at that place, relieved him.

Mr. Augspurger is working first trick at "CD" a few days in the absence of our regular first trick man, Mr. S. C. Payne. We do not know for sure, but think he and his wife have "a boy." If this be true, congratulations, "Sammy."

Bro. Riner, at "BK," has certain traction line conductors he can "work," and in that way does not have to lay over in Dayton on meeting night. Quite "foxy," "RN."

Bro. Townsend still preaches the gospel of O. R. Tism. He still works at Whitfield.

Understand a "soft snap" will soon open for someone at Green Castle. The new two-roomed building is complete, semaphore is up and instruments in all ready to go to work. Plenty of garden "sass" to be had, as gardeners are thick around there. More anon. CERT. 67.

M., K. & T., Div. No. 22.

St. Louis Division:—

Bro. C. L. Rouse has resigned as agent at McBain, Mo., to accept a position on the Frisco Line. Sorry to see you go, "CR," but hope you will prosper in your new position.

Bro. E. B. Robinson, who has been in the hospital five or six weeks, has resumed work at Mokane. Glad to see you back again, Ed.

Mr. J. L. Wood, agent at Hartsburg, was off last month on account of sickness, being relieved by Bro. C. D. Hard, of Hannibal.

Bro. H. B. Evans has gone to Illinois on a visit to home folks. He was relieved by Bro. Biggs, who has been working at Mokane.

Mr. J. E. Bick is now agent at McBain. There must be something wrong, as they are having a hard time to get a man that will stay there.

Bro. W. J. Hays is now agent at Hamburg, Bro. Scott going to Gainsville, Texas.

High Line Notes:—

The high line is always quiet. There isn't enough of it to make a stir.

F. W. Coombs, agent at Freeman, Mo., is off on a vacation of about a month, and during his absence his place is being filled by Bro. F. S. Hardesty, lately working on the south end of the system at Brookshire, Texas. We hope that Bro. Hardesty will like the High Line, and don't see how he can very well avoid it, considering the easy-going methods of the High Line as compared with the south end of the Katy.

M. S. Smith, night operator at Holden, Mo., is off for a couple of weeks or so on vacation and visit with his parents. During his absence the

night trick is being held down by J. P. Woods from Monroe, Mo., a new hand at the key.

Bro. Baldwin, at Louisburg, Kan., has his hands more than full now. He always had enough to do, but since April he has to attend to the delivery of the U. S. mails to and from the depot, almost a quarter of a mile, and the mail running up to as high as 150 pounds sometimes. It's a grand imposition, but there is no way out of it at present but to throw up the job and quit, and that isn't as easily done as said.

Effective June 1, Bro. S. T. Best, of West Point, Texas, is appointed Chairman of the Fourth District, on account of Bro. Ellis resigning. Bro. Ellis has accepted a position as Secretary of the Epworth League for the State of Texas.

Bro. F. N. McQuerie worked a day at a wreck near Welch last month.

Bro. J. A. Reeves is now working at Selma.

Bro. L. R. Franse is now night man at Parker, after putting in a few days at Selma and Moran.

Mr. Daniels is back at his old place as night man at Wagoner, after several weeks' stay in the South.

Bro. J. S. Starrett has been back East a couple of times since March on account of the serious illness of his mother, and it is hoped is much improved ere this.

Mr. Daniels, of Wagoner, presided at a wreck near Leliaetta the last of the month.

Bro. R. Vandivort is now regular man at Adair. Fred Brownell relieved him as agent at Parker-ville.

Mr. L. A. Long, formerly of Moran, nights, has been working in "GO," Parsons, for some time.

Bro. A. P. Maguire, of Hepler, is away on a vacation for his wife's health, and we hope will be much improved.

Bro. E. Jackson, formerly of Chester, Texas, is now agent at Rogansville, Texas.

Bros. J. A. Reeves, Selma, and H. F. Klotz, Beagle, are working half the night in order to save the expense of a nightman. A plainer case of false economy could not be perceived.

Please note that our Secretary is now at Gibson Station, I. T., instead of Selma, Kan. All mail should be plainly addressed "Gibson Station."

Think it would be almost impossible now to find a Southern Ry. calendar on the Katy in Texas, as the boys have all turned their faces to the wall.

All the O. R. T. boys in Texas have been working vigorously for the nomination of our Bro. Conductor E. P. Curtis, who is running for Railroad Commissioner, and it looks very much like their efforts will be crowned with success.

Bro. A. C. Wilson split trick man at Sealy, is taking a lay-off. Unable to say who is relieving him.

Mrs. J. L. McMeill, wife of Bro. McMeill, agent for the P. & G., at Mansfield, La., who has been visiting her parents and Mrs. Jones near here, returned home May 30.

Day operator was cut off again at Sealy May 27. This took off Mr. H. C. Jones, but Mr. Jones would have remained, as Bro. Wilson laid

off, but Jones took badly sick and had to go to the hospital. Mr. G. C. Bonner is working the trick from 3 p. m. until 3 a. m.

Bro. N. E. Baker took a trip to Houston Thursday, relieved by Bro. A. C. Wilson. "RN" says it looked like everybody held their business until they knew the agent was gone.

Supt. McDowell took a trip over the cane belt the first of the week in his inspection car, accompanied by Mr. Crily, of superintendent's office, Smithville.

Bro. Waterman is now a full-grown agent. He is relieving Bro. Stout at Eddy.

We understand Bro. Wilson is soon to enter the agents' list. The boys wish you success, "RN."

We are sorry to learn of the illness of Bro. Hershberger's little child. Bro. Voecil is relieving him.

Bro. H. M. Vermillion was called from night operator, Houston, to Abbott to relieve Bro. Quayle as agent. Mr. Haney was forced to work forty-eight hours on this account. Bro. W. P. Spence is working nights at Houston.

Night offices at Bastrop, Lorena and West have been closed since stock rush is over.

Mr. Goldsberry, the night man from Bastrop, is now agent at Elm Mott. Bro. Custead, regular man, is in the East in the interest of his air-ship.

Bro. Stout, of Eddy, is on the sick list. Bro. Waterman, formerly nights at Lorena, is doing the relief act.

Bro. W. D. Mills, agent at Lorena, made a flying trip to Brockshire about May 20th. Bro. Snodgrass, formerly "owl" at West, relieved him.

There seems to be quite a little sickness among the boys.

There is a new man working nights at Waco, signs "RS." Have not learned his name. Bro. Taylor, regular man, is off on leave of absence for a short time.

Bro. J. F. Ellis, at Holland, enjoyed a ten days' leave of absence this month. Bro. Voelkel, of Bartlett, relieved him.

Bro. Dick Poyner is now day operator and clerk at Bartlett.

Bro. C. W. Baynham, M. D., has resigned his position as night operator at Bartlett, and left for the North. We understand "Doc" will embark in the general practice of medicine as soon as he can arrange. He says "railroading" don't pay.

Mr. Depew relieved Bro. Baynham at Bartlett. "VM" has just sent in his application for membership in our Noble Order. Glad to have you with us, brother.

Bro. Hershburger, of New Ulm, has a very sick baby, and is off on leave of absence.

Day operator and clerk at Sealy has been taken off. This puts Bro. Wilson doing the "owl" work. Mr. Jones, formerly the night man, is relieving Bro. Vermillion, night man at Houston. Think "V" has gone to see her.

Bro. H. A. Tait, night operator at Smithville, is off on a leave of absence, being relieved by Extra Opr. Will O'Connel.

Bros. Quayle, at Abbot, and Stout, at Eddy, both laying off on account of sickness, being relieved by Bros. Vermillion and Waterman.

Bro. Spense, from Mexico, is working nights at Houston.

Night office at Sealy has been closed on account of business falling off on the south end, although the stock "biz" still seems to hold out.

There are quite a number of the boys laying off in Texas on account of hot weather.

The regular night operator at Round House resigning, Bro. W. C. Voight, regular "owl" at "Q" did the act at Round House a few nights, he being relieved at "Q" by Miss Greene.

Bro. J. W. Kemp, formerly of S. A. & A. P., has accepted Round House, nights.

We understand two or three of the boys are simply "coining it" this month in express business.

Sorry to say we have our share of "nons," also a student or two, but hope to favorably dispose of both in the near future.

Bro. George G. Davis, day operator at Round House, and Miss Nellie E. Dwyer, of Galveston, were married Monday evening, April 23, at the home of the bride's parents. We wish them much happiness and success. A. A. Y.

Macon, Ga., Div. No. 75.

Regular monthly meeting of this Division was held at their hall at 8:30 p. m. Bro. Henry Garrison, President, in the chair, Bro. McLane, acting secretary. Several visiting brothers present.

There were sixteen new members added to our rolls and three other applications carried over until our next regular meeting. "Dis doan look like de stroke hurted us much." I tell you we have came to stay, and like the jimson weed the more you try to smother us the more ground we will cover, and every time we are cut down we will grow still higher and larger, "and don't you forget it."

Well, "our late unpleasantness" has brought to light some members of this Division and shows them up in their natural looks. If you want to see how many sorry, weasel-eaten peas in the pot just pour a little water on them and every little one of them will come bobbing up to the top. I am not personally in favor of a strike, but should one be forced on me and I was called out in order that our condition could be bettered I would go, and before I would forfeit my honor or my good name by disregarding my obligations to our Order and its interest, I would, if necessary, lick the sores on a dog to sustain my life, and all the "things" that showed the white feather will just as sure live to regret it as the moon covered the sun on May 28th, and you can file this as my prophecy. "Es-Ex."

Central of Georgia System:—

Bro. Breedlove, our day operator in yardmaster's office, Atlanta, was present at our last meeting, looking as trim as a "fishing smack."

Bro. R. P. Cocke, night man at Barnesville, Ga., was down to relieve the night man at Macon Junction only for one night.

Bro. Crawford, who was with the C. of Ga., at Juniper several years, is now with the G. S. & F. at yard office, Macon. He is looking awfully

lonesome and next thing we know he will have one of his ribs missing. These little trips mean something.

Bro. J. N. Hightower is now with the Southern at yard office, Macon. Newt quit a good job not long ago to go fishing down about New Orleans. Nothing bluffs him if the fish bite.

Bro. J. W. Norton, who has been operator and clerk at Fort Valley a lone time, has been promoted to ticket agent at Eufaula, Ala. You have our best wishes, and we know you will succeed.

Bro. R. D. Thomas, our popular and handsome agent at Juniper, is off on a month's vacation. I guess the girls he left behind feel sad and lonely.

Bro. R. S. Stephens, who was with the Southern at yard office, Macon, is now chief clerk to Master Mechanic Rhodes at G. S. & F. shops, Macon.

Bro. "Bull" Harris and his wife are off for the summer spending the time with Mrs. Harris' relatives in South Carolina, Dispatchers Bro. Cain and Mr. Ayers doubling during Bro. Harris' absence.

C. W. Arrington, who was agent for the Southern "before de war," is now operator and clerk at Moultrie, Ga., on T. P. & G. Ry., and paid us a pleasant call on his way to assume his new duties.

Bro. G. L. Pulley, formerly with the Southern at Greenville, Miss., is now at Newborn, Ga., on C. of Ga., as relief agent.

Bro. V. H. Cain, "the onliest living Cain," was up to Atlanta some time ago on a visit, and is now buckled down, doubling with Mr. Ayers in dispatcher's office.

Bro. Henry Garrison's wife has almost recovered from her recent illness. We are truly proud to learn this, and offer our congratulations.

Bro. Williams, dispatcher third division, Macon, paid a flying visit to Atlanta (and Byron) a few days ago. If the signs are right "Dar's gwine to be a wedding in de ole town some day."

Marion Chipley, who "used to be" nights at Macon Junction, is now with the Southern at Pelzer, S. C. We will lay our last wheel that he has a bran-new guitar, as he is only recently from "Way down on de Suwanee Riber."

Bro. Quinn has been promoted from nights at Americus to ticket agent at Fort Valley. You've been an old bachelor a long time, "QN," and it's a day job now.

Bro. Thompson is night man at Americus in place of Bro. Quinn, transferred.

Bro. Milner, clerk at Ozark, is acting agent a few days at Arlington.

Bro. Boone, at Smithville, has been off sick, but we are glad to note his return fully restored to health.

Bro. Henderson, who does the "owl act" at Smithville, and keeps everybody supplied with fish every day in the year, is still at his post as sound as a dollar, and bids fair to last as long as one.

Bro. Moore, operator and ticket agent at Eufaula, has resigned to go into the insurance business. Bro. "MO" has done some good and faithful

work for the Order, and was one of the best as well as one of the most popular ticket agents on the system, and while we hate to lose him, we are indeed proud to know that he is, has been and will still be one of us.

Bro. Baker is chief clerk to the agent at Eufaula. Just watch him smoke next month.

Bro. Fountain is agent at the new station, Dothan, Ga.

Bro. Stanley is agent at Columbia.

Bro. Stokes is agent at Shellman.

Bro. Colb is chief clerk at Dawson.

Bro. Jackson is agent at Comet.

Bro. Baldwin is agent at Mathews.

Bro. Tatum is clerk at Arlington.

Bro. Clark is agent at Learey.

Bro. Hudgens is agent at Leesburg.

"Es-Ex."

Georgia, Southern and Florida Railway:—

Several changes have recently been made. With the exception of a few the old G. S. & F. is solid for the Order, and don't think it will be many moons before we can say everyone of the boys are O. R. T., and boys, keep the wheel turning.

At Valdosta Union Depot we find Bro. B. Snyder doing the "night act," while Mr. S. P. Hollinrake is days.

Day office, Valdosta Junction, has been abolished and Bro. Z. V. Jeffreys, formerly day man, is on nights. Jeff, how you like it?

Bros. W. J. and M. H. McCranie are holding their own at Sparks.

We are sorry to state that our Bro. J. H. Nance, night operator at Tifton, is confined to his room. Hope for you a speedy recovery, "N."

At Grovania, Bro. W. A. Wilson, agent.

Our good Bro. Crawford always answers "Q" promptly at Macon Yards, and "X," how about the graveyard ghosts you were telling us about?

Bro. C. J. Morris, formerly nights at Valdosta Junction, is relieving Bro. R. E. Ruff, with Bro. R. Huckabee as agent, Bro. Ruff having gone to Jasper, Fla., to relieve agent a few days.

Bro. Huckabee, agent at Ashburn, took in the Sunday School picnic at Beech Haven, near Grovania, Friday, May 25, with Bro. Morris doubling.

Our clever dispatchers are Mr. F. W. Scott, chief, Mr. A. E. Marsh, second trick, while Mr. J. S. Moore arouses the boys from their early morning slumbers in the third room. C. J. M.

Elizabeth, N. J., Div. No. 74.

A smoker and union meeting was held in Jacobs' assembly rooms, Star Theater, on May 16. The room was crowded and a pleasant evening was spent, with the following interesting program:

Dr. T. W. Pucci, humorist and story teller; Geo. Jenkins, banjo selections; Hugh McGillivray, comic singer; James Quinn, buck dancer; James J. Kay, elocutionist; James Cogan, boy tenor and popular songs; C. A. Wilson, panoramic views of life of an operator; F. B. Mitchell, recitations; Prof. Manning, pianist, rag time selections; James J. Kay, popular songs.

The stereopticon views and the accompanying talks, by Bro. Wilson, were very fine, the dangers and tricks of railroad employes were vividly set forth. Besides there were reproductions of great men of to-day in the United States, and other views. On the whole the railroad men had a very good time. The Arrangement Committee consisted of Thos. Fox, Chairman; A. K. Gerry, H. P. Sebring, A. Allen, M. J. Holahan.

Division 44, Long Island R. R., was very well represented, also Divisions 4 and 30 of Philadelphia, including great numbers of the other four organizations, namely, B. R. T., O. R. C., B. L. E., and B. L. F.

The following are a few changes that have taken place:

Bro. T. Fox, formerly at Crawford, nights, transferred to Carteret, days. Keep on Tom, you will be Major there yet.

Bro. Brown, Cartaret, transferred to "JF" office, Jersey City.

Bro. Johnson, East Greenville, nights, transferred; agent at East Forty-ninth st.

Bro. Brink appointed nights, Greenville. I have heard some talk about a student on this road. Boys, look it up. Don't let it go too far. He is working it very nicely if it is so.

Bro. J. Kelly doing the act at Elizabeth, nights.

Bro. Eli Jones, Elizabeth, nights, resigned.

Bro. M. J. Preston, Elizabeth Port, nights, resigned.

Bro. William Hill, agent and operator, Tumley, on Long Branch R. R., was instantly killed on May 2, by receiving mail from an express train bound for New York. Bro. Hill leaves a wife and two children. A number of brothers from Division 74 attended the funeral, also furnishing pallbearers. He leaves a host of friends to mourn his loss.

Div. Cor.

C. & O. System, Div. No. 40.

Cincinnati Division:—

With your kind attention I will endeavor to give you a few briefs from this Division; also an account of our monthly meeting held in Ashland, May 26.

Meeting opened in due form about 8:45 p. m., and in the absence of Bro. Hiser, Bro. W. H. Glenn filled the chair. On account of sickness and other unexpected causes several of the boys who had expected to come were forced to stay at home, making the attendance rather small. Roll call showed sixteen or seventeen present.

Minutes of our last meeting were then read, and without objection, approved, and ordered recorded.

Two petitions for membership were then presented and balloted upon, resulting in the election of Bros. A. S. Black and F. D. Reed to full membership.

Secretary then read several important communications from our General Chairman, which proved very interesting and beneficial to us all, as they related to subjects of great importance. After a few remarks by several of the boys they were all acted upon and recorded.

Bro. Grogan then presented an official seniority list of all operators and agents on the entire Western Division, which had been procured by our General Chairman through the kindness of Supt. Gill. All the boys seemed to appreciate the kindness extended us and were greatly interested to know how they stood on the list. After scrutinizing it thoroughly it was ordered tabulated and kept in the lodge room for future reference and benefit of the members.

After discussing a few more subjects of interest the lodge closed without ceremony, as the boys from Huntington Division wanted to get home on a special. Next meeting will be held the fourth Saturday in June, and I hope you will all bear this in mind and turn out in a little larger number than you have heretofore. From the amount of members we have on the Cincinnati, Lexington and Huntington Divisions we should have an attendance of at least fifty or sixty at every meeting. This is such a nice place to meet our brother operators and form new acquaintances. This, too, is the place to discuss our troubles and welfare, and not use the wires so much for this purpose. Let us all take on new life and be a little more active in the work.

It is very gratifying indeed to note the increase we have made in membership in the last few months, especially on the Cincinnati Division. Would like to see the other Divisions make as good a showing and it will be only a short time until everything will be solid. Why some of the boys are so slow to catch on and lend a helping hand to such a good cause I can't see. When we go to them and ask them to come in and give a helping hand they offer numerous excuses, but none that has any sense or reason in them. One will say, "I can't join now, am too hard up, have to get so and so this month," or have such and such a bill to pay, and the very next day will go to the city and spend \$5 or \$10 in drinking, gambling or in other vices equally as degrading. Another will say, "I would join, but the officials don't like for the men to belong to labor organizations," and at the same time they haven't the slightest cause to make such a statement, for I don't believe there ever was an employe in any capacity on this road discriminated against on account of affiliating with the Order that represents him. On the other hand, think what good we are to-day enjoying by the past efforts of our Order. How many of us are enjoying an increased salary, pay for overtime, etc.? Besides this, we enjoy the blessing of promotion as we have never done before. Whenever a vacancy occurs the oldest man is advanced to fill the place, thus moving us all up one notch. When before did any of us ever hear the chief dispatcher calling up the oldest men to know if they wanted an agency? This is all quite gratifying, for we know that some day our time will come and we will get what we have been so long working for. This should inspire us with new energy to work harder in the future than we have in the past, for while the company is protecting our interest we should not forget theirs.

Will add a few personals now and then say good-bye.

I understand Mr. W. N. Crawford, agent at Manchester, has resigned. This will move all the boys up a notch, as Mr. Kline, from Greenup, goes to "MA," and an operator will get "GK" agency.

Bro. C. R. Earman, of Gray's Branch, is just back from a visit to Old Virginia, where they tell me he cuts quite a figure among the ladies. The boys have a good joke on him about buying blind calves, but I won't tell it on him this time.

Bro. M. A. Thompson has recently been promoted to the agency at Carrs, while Bro. Traber took the Concord agency. I hear that Bro. Traber is soon to be united in the sacred bonds. Much luck to you, old boy.

Bro. Manlove has moved in the new tower at Vanceburg. I imagine it will be quite warm up there this summer.

Bro. Shaw was off a few days last week and Bro. Jaynes did the day job, but they are both back on their regular run now.

Bro. Stairs, night operator at Willsburg, has been doing day work at So. Ripley for about a month, Mrs. Jaynes being on her annual vacation.

Bro. Byrne seems to be as happy as a dead pig in the sunshine, since he has someone to scratch his back for him, but says he can't get away to come to meeting. We know you are all right though, "RO."

Hoping to see all of you brothers at the next meeting, I am, with best wishes,

Yours in S. O. & D.,

CERT. 288.

As I have been elected correspondent, *pro tem.* at the last meeting at Ashland, Saturday, April 28, I will try and give news that occurred there for the benefit of those that could not attend.

We had a very good meeting, having nineteen present, which I am told is a very large number. Show in town and janitor at show, and as no one had an ax and the goat being inside, was unable to get door of lodge room open, and had to use the Odd Fellows' Hall for the occasion. Bro. Niser took the chair and Bro. Grogan elected Secretary *pro tem.* Other officers being elected the meeting progressed rapidly. Petitions from five candidates were balloted upon all together at first, but a black ball being found they were voted for separately, resulting in all being elected. The black ball must have come either from some one not liking that style of voting or by mistake, the latter we think, as the glare of the lights were very hard on the eyes.

Some correspondence from other Divisions was read, also minutes of last meeting; also had a good talk on an important subject. Members wishing to know about this will do well to attend next meeting and hear minutes of last meeting read, as this subject may come up again.

A vote of sympathy and confidence in President Powell was proposed by Bro. Grogan and seconded by Bro. McAllister, of "KX," and passed unanimously. A copy of these resolutions will be forwarded to President Powell at Atlanta at once.

The Odd Fellows' goat, not wishing to strike such a tough "man with a hoe" as an operator, was not to be found, and, of course, had to be left out of the ceremony, which is to be deplored, as this is a necessary part of a telegrapher's education.

As this is my first visit to the lodge room and meeting so many new brothers, they will take no exception if I do not mention all of them.

The number of non-members on this road is a sight to behold, and should be looked after at once. I would suggest a list be sent to all members and to try and *persuade* them to join. Knowledge is power and if it is not known who belongs it may be the energy will be wasted, which is not to be tolerated under any circumstances whatever.

There have been several changes on this Division lately, owing to the six stations being closed, namely: Fowler, of "GX," to "KX," nights; Grogan, of "ZK," to "MI," days; Workman, of "KX," to "CB," nights; Diddle, of "CM," to "RU," nights; Felix, of "QX," to "KV," nights; Close, of "KO," to "SX," nights, leaving Malony, Kiser and Jones on extra list. It is to be hoped that they will have work before long again.

As this is too late for the May number it may get in the June number if Bro. Perham's goat is not inside when it reaches there. Well, I will cut out for this time. One more word, boys, and then I am done. Stick to your union and call for the union label on everything. W. C.

N. & W. System, Div. No. 14.

What has become of our boys on the home pike? Not a word from the old reliable N. & W. for months. Boys, wake up; let the people and other brothers and sisters know we are still in the land of the living, land of sunshine and roses. Don't keep quiet just because the Southern boys were not as successful as we were last fall.

I am very glad to see that so many of the boys responded to the call of our faithful president in the Southern boys' struggle for freedom, and all of you remember, though they did not reap speedy reward, there will come a time when the "SCAB ROUTE" will have to come to the boys. I am also very glad to see we are getting on so smoothly with so few grievances, and they are small and soon adjusted.

Boys, look after the men on the Durham Division. They need our attention. Perhaps some of them have grievances. The faithful old man at Durham, N. C., for instance. He wears the "green wreath" and fights for justice and right, though often called upon to work fifteen and sixteen hours a day. Can't something be done to adjust this before it has gone too far?

I understand there are four or five on that Division who our brother has caused to see light, and whom we hope to see wearing the "green wreath" on their coat lapels before many more months.

Boys, let us hear from you once in a great while. Our work is too grand to keep quiet, and what we want is through organization.

CERT. 287.

Philadelphia, Pa., Div. No. 4.

Regular meeting was opened for business, with Bro. Moore in the chair. Bro. Brown, our worthy president, is now working middle trick, and is necessarily compelled to forego a regular attendance, though he hustled to the meeting room when relieved and was present at the "grande finale," which rounded out an especially interesting potpourri of business, which included nominations of officers for the ensuing term, which resulted as follows: For Local President, Brown and Richardson, Hiller declining to run, as did McConnell, who moved to close the nominations for President, which carried.

For First Vice-President, Strickland, McConnell and Berger, a trio of stalwarts. Election next meeting night, Saturday, June 2, when we hope for as large an attendance as possible, which will insure a more satisfactory expression of the will of the Division, which brings up our oft-expressed and silent query, Why don't the members attend more largely? It seems that if one once catches the spirit of the organization idea that it should be a severe struggle to keep away, rather than a difficulty to be present. Goodly numbers in attendance serve as a tonic that aids the cause, as far as a Division is concerned, as much as any one other thing, and each and every brother should try to appreciate the fact that, though he may be no officer, committeeman, or especially "active member," yet at meetings his very *presence is felt*, and stirs those who are doing the work to greater efforts.

Brothers, let us earnestly enjoin you to show yourselves at the meetings and thereby show yourselves to be heartily in the brotherhood movement, with a desire (expressed by your presence), to see the cause advanced, and we will vouch for it that your conscience will commend you to your slumbers with more gratification and a sense of duty well done, than had your evening been spent in any other way. We have twenty-nine and thirty evenings out of every month for other affairs. Cannot we give the remaining one to the cause which is our only industrial salvation? Ask yourself the question in good faith. Let your conscience and best judgment answer, and allowing duty to be your guide, every first Saturday night of each month it will land you on the fifth floor in room A, Odd Fellows' Temple, Philadelphia, Pa., U. S. A. "It's good to be there."

Our meeting proved the advent into our ranks of Bro. W. J. Ryan, of Girardville, Pa., who was obligated by Bro. Hosler, who might aptly be termed Bro. "Hustler."

Application of H. T. Gathell received and committee appointed to act on same as per statutes.

The great amount of sickness that has prevailed in this section of the country is evidenced by the sick list of our Division, which shows eight members, or did on date of meeting. We hope that all or many of the sick brothers at least, have recovered.

We are very sorry to know that Bro. Buchanan's state of health is such that the limit of twenty-six weeks has been reached.

Bro. Moore gave us an edifying account of the proceedings of the Legislative Convention, which he attended as a delegate from Division 4. This body increased in membership forty-four over last year, and increased its usefulness beyond this increase in numbers. Seven telegraphers were in the body, representing 920 of the craft.

Our secretary read a communication from our neighbor, No. 74, in the form of an invitation to attend their smoker to take place the 16th. A motion to attend in a body was put and unanimously carried. Yours truly was anxious to attend, but failed to connect, but was there in spirit, if not in the flesh.

A letter from Bro. Dacres was also read, announcing his expected crusade among the profession in the vicinity of Philadelphia. We were very glad to learn that this successful organizer was coming among us, and can assure him a warm greeting from the brothers, and a good chance to display his powers, as there is a varied and wide field in which to work in this part of the Keystone State. We hope he may here add to his laurels and add many to the Order.

Bro. Hagan, of No. 29, was a visitor at our meeting. He is now with the Postal Company in the Quaker City. Bro. Melville, of the Grand Division, was another visitor. We were pleased to have them present and hope to see them every meeting night. Bro. M. is rusticated at Lafayette, near Philadelphia.

Bros. Hiller and Hutton, of No. 30, told of a pleasurable and profitable visit to No. 44, where they were treated right royally by the boys of Gotham.

Nominations for Protective Board, which should have been inserted before, were as follows: Phila. Term. Div., Conway, Frazier, Gill, Mowday and Hoopes. Phila. Div., Conway, Hiller, Price, Pothman, Moran, W. H. Osmond, Ricker, Bachman and Jas. Evans. Sch. Div., Berger, Richardson, Sweeney, Fry, Boehm. Balto. Cent. Div., Brittingham, Hanna, Riddle, Wilson. N. Y. Div., Devinney. Three to be elected.

Strickland and Hiller were appointed an initiatory team to study and practice the process of initiation, and we expect to see them do the act with the greatest of ease and grace in the near future. May they have abundant material on which to show their skill. More anon.

Div. Cor.

Cotton Belt Route.

I am glad to note that a good and substantial brother on the Fort Worth Branch said a few words in our Journal not long ago. Come again, we need to be mentioned occasionally to keep the boys on other lines from thinking that we are dead.

It's a pity that we are not in a position to compel the company to cut out all wires at stations which have been closed as telegraph offices.

We have all the encouragement that we used to unite ourselves with the O. R. T. Our general

manager asserted that he had no objections, so what is in our way? Boys, for God's sake, for your families' sake, for your own sake, don't let a division superintendent of telegraph scare you away from your best friend, and your only helpful recourse in case of unfair treatment. They may promise you various inducements to keep you out or to get you out, and possibly may help a few of you temporarily, but by our united efforts we can permanently help ourselves, and at the same time see our brothers doing as well, and then it is that we feel good and noble. If you are afraid of the trickery of minor officials, you can belong to our Order secretly so far as they are concerned, and remain so until such time as we may see fit to face them openly. Don't stand back waiting for everyone else to join before you do. It's you that we are needing to complete our file. Let every non-member take it on himself to send in his application, and we will feel the improvement at once. We extend to you a hearty welcome. If you desire any information, call on our nearest brother, who will be only too glad to communicate with you. Don't wait for a personal invitation. If we knew your feelings were favorable to us, we would be pleased to call on you if we could.

We can get the \$65 minimum just for the asking, and also an agreement that will make some of us feel more like "life is worth living." There is no use for us to sleep over a golden opportunity and our rights. Others are reaping the benefits of the Order, and why not we? We had as well have our better days commence now as later.

I believe it would be very effective in getting new members if a mailing list could be arranged so that each member could send his TELEGRAPHER to a certain non-member each month. I don't suppose that many "nons" see a TELEGRAPHER otherwise, therefore, they don't know how much good the O. R. T. is doing. Surely if they should read the many good schedules that have been, and are continuing to be secured, they would not remain out of our Order. Besides, such pieces as "O. R. T. and the Home," and "From West Virginia" in May number, and many others that I could mention are interesting and encouraging.

I think Cert. 922 hits it correctly under the heading "Against Graded Dues," in May number. It seems that that should settle the question with all concerned. When I figure on how much I am going to save out of my salary, I always count my O. R. T. dues as a necessary expenditure, just as much and as freely as my board. In this way I don't miss it in the way that some seem to regard it. None should say they can't afford it, for if they are getting a good salary they can afford it, and should do so in order to retain such pay, and if getting a small salary, they should make an effort (through the O. R. T.) to have it increased, and an effort means an increase.

BILL BURROUGHS.

Oldtown, Me., Div. No. 11.

I will endeavor to give an outline of our Eastern Division, Maine Central R. R.

At Vanceboro we find Bro. Smith, days, and Bro. Mullaney doing the "owl act."

At Lambert Lake, Bro. Scribner.

At Tomah we find Bro. Perry, days, smoking the "old standby." A night man would be first-rate. Eh, Harry!

At Forest we find Agent Mahoney. Do you "miss" the night man, Jack?

At Eaton, Bro. "Bob" Hinch, agent, doing fine "biz."

At Danforth, Bro. Rice doing the "owl" act.

At Bancroft we find Agent Babbirk, "hustling the logging biz."

At Wytopitlock we find Bro. Snowman, the handwriting expert.

At Kingman we find Sister Miles, days, and Bro. Cowan, fighting the "owl act." How are all the girls, "RA"?

At Mattawamkeag we find Agent Hobbs, and Bro. Cavanaugh, nights. "CH," do you ever see "Jesse" around there?

At Winn, Agent Clark, the hustler.

At Middletown, B. R. Adams, agent. What is the news in the Boston papers?

At Lincoln, Ney Killman, agent, of the Franklin Road "Fame."

At Enfield, R. K. Wilson, agent the man who stands for his rights.

At Passadumkeag, Bro. Tourtillot, agent.

At Olamon, R. A. Dennis, agent.

At Greenbush, Bro. Hill, agent and operator.

At Costigan, A. P. White, agent and operator.

At Milford, L. F. Marner, agent.

At Oldtown we find Bro. Plummer, agent, and Bro. Cutler doing the "owl act."

At Great Works we find our worthy secretary and treasurer, E. L. Keys, agent.

At Webster, E. E. McPheters, agent.

At Orono we find our worthy president, Mr. Crane, agent.

At Basin Mills, unknown.

At Veazie, H. C. Lancaster, agent. How is the pretty girl in "KG"?

At Exchange st., Bangor, B. A. Brackett. "BA," have you heard from Hardings lately?

At Bangor, don't care to call any names, but we know of one good "stand-by."

At Brewer Junction we find old Mac, the "Hoss Jockey."

We have only a few students on the Division, and what we want is to get the "nons" in. I understand there are only two.

We also have 98 per cent of the operators and agents of the entire Maine Central. Come, boys, and get a move on and see if we can't get what few "nons" there is.

Harry Perry, of "NX," has been enjoying a week's vacation, his place being filled by young Scribner, of Eaton.

WILL U BEE.

Canada Atlantic Railway.

No items from this Division last month, so I will try once again to give you a little gossip.

Since my last epistle in March we have had a disastrous fire in our noble city of Ottawa. Among the greatest sufferers was our worthy president, J. R. Boark, of the Canada Atlantic Railway Co. His mills, lumber and private residence were destroyed; loss placed at \$2,000,000. This has had quite an effect on the traffic on the road, as he intended moving 6,000,000 feet of lumber this spring.

Not many extras these days, as they cannot get work to handle the grain at Montreal for Europe. The boats engaged in this traffic last season are now used in the transport business to South Africa. Wait till the war is over, boys. We will get boats and lots of overtime.

Seven new members in last meeting. How is that? Does not seem as if the Order was on the downward road on this pike. No. sirree.

The company knows when they have a good thing and they have it in the O. R. T.

One non-member got the gun the other day. He was rather hot and got to taking on a cargo of "liquid air," and got quite numb. Frozen like.

When a fellow calls on his best girl, and in leaving takes the old man's hat in mistake, it requires a certain amount of explanation to convince the boys it was either a better hat than his own, or else he had to grab anything in a scramble for outside and liberty.

Our Grievance Committee is composed of D. Robertson, Jas. Corbett, Geo. Chalmers and A. Pilson.

Section men got a raise on this road last month. We trust our turn comes next.

In a fifteen-mile dash, Darvall to Vandruil, the Canada Atlantic train No. 10 and Canadian Pacific fast train struggled for supremacy, and the C. A. train left the C. P. R. nicely. This settles this dispute and boasting of the C. P. R. that they could run round the C. A. Engine 620 was on C. A. train, a Baldwin make, Engineer Chase. Our road is the one to take from Ottawa to Montreal, and return. Mr. Chamberlin, our manager, was on board, and was delighted.

Boys, our half yearly dues are payable June 30. They say the card is to be a dandy. Pay early and avoid the rush.

What has become of our old warrior, Dave Borland? Let us hear from you. Have you deserted us, Dave?

Where is Joe Assilin, also where will "Our Toddy" be this next half term; also Mike and Edward O'Shaughnessy. Get into line, boys.

Mr. W. C. C. Mehan has a short time ago appointed trainmaster and has won the respect of all he has come in contact with. Operators, agents and trainmen speak highly of him. This is nice. Mr. Mehan, and we will do all we can to make life pleasant for you. Mr. Mehan came from St. Alban, Vt., was formerly on the Central Vermont Ry; also Mr. Caye, traveling car agent, comes from the same place and road. Another fine man.

Div. 15.

Pere Marquette R. R.*Detroit Division:—*

It will soon be time for the boys to take their regular summer vacations, but it looks as if it would be one at a time, as there seems to be no extra men on this Division.

Bro. Jay Hlay has been appointed regular agent at Sunfield, vice Bro. Creaser resigning and going into the jewelry business. We also understand that Bro. Creaser has graduated as an optician. Here's luck to you, "GO."

The wreck at "DI" on May 25 kept the boys busy on the west end for a few days.

Bro. Mixer, at "JU," has been taking a vacation for a few days.

Mr. G. Oberly, agent at "MO," was married May 16. Haven't seen any cigars yet, "Geo."

Bro. Lemley, "Day Ticker" and general roustabout at "RO," still holds forth at the once called "Ham" factory, but thank the Lord that, although the factory still stands, not a "Ham" is allowed to enter therein.

Bro. Hart still holds the day and night job at Stark. Wonder how pay for overtime would be accepted there.

Bro. Horton, night "owl" at "RO," donned his best clothes last Sunday and went to Toledo on the excursion. He was able to propel himself with a cane on his return.

Some of the boys that are putting in a day and a half every day in the week are wondering when that promised schedule is coming.

The section men made a kick for increase in pay and got it. No reason why the operators can't do something in that line.

CERT. 188.

N. P. Ry. System, Div. 54.*Dakota Division:—*

Bro. Gallagher, night "owl" at Merino, is now working days at Steele Gravel Pit, being relieved by Bro. Allen, a new man on the road, but an O. R. T.

Bro. Stuhn, night "owl" at Valley City, is taking a few days' leave of absence, being relieved by Bro. Ambre, night "owl" at Sanborn, who in turn is being relieved by Bro. Ballinger, another new man on the line, but carries an up-to-date card.

Bro. Bailey, night man at Casselton, is taking a few days off, being relieved by Bro. Snyder, another new man on the line, but learned the advantage of being an O. R. T. long ago.

Bro. Blaisdell, relief agent last at Merino, now has a permanent station at Binford. Glad to see you get a station, Bro. "B." You had better get married now and settle down, but beware of the school marms.

This is about all of the changes we know of at present.

There are now just four of the boys on main line that have not said they would join us in our noble work. Do you know who they are? We may be compelled to tell you later, but hope not. Boys, take warning and drop into the fold. Will now cut out.

CERT. 46.

O. R. & N. Ry.

The following lines were written by an operator who put in two months in a box car, with an instrument cut in, on the O. R. & N., just west of Umatilla, Ore. This part of Oregon is practically a desert, on account of no rain and very hard to irrigate. The soil is sandy and covered with a dense growth of sage brush and cactus, inhabited by the usual denizens, rattlers and lizards. The name of the place is Coyote, and it is appropriately named:

A FAREWELL.

Only tell them, only tell them,
 Oh, kind friend, do I pray,
 When with trembling lips they whisper:
 "Oh, why has he gone away?"
 Only tell them I'm a wand'er,
 Tho' the reason seemeth queer;
 I have left the box car forever
 Thro' the dearth of lager beer.
 Only tell them of the rabbits and the
 Festive coyotes near,
 Tho' they gambol'd 'neath the sage brush
 Were my only comrades dear.
 In early morning's twilight,
 When I'd stretch and yawn a line
 Coyotes softly warbling was my greeting
 Rain or shine.
 Only tell them, only tell,
 I have gone beyond recall,
 And my comrades, coyotes and rabbits,
 I have left them one and all.

When dust-laden zephyrs, furnace-like,
 Would rush in the open door,
 I would gasp and smile serenely;
 Yet I never asked for more—
 When the noonday sun would scatter
 Diamonds o'er lazy Columbia,
 And the sand with heat was dancing
 I have often wished to stay.
 I have learned to love the lizard
 Panting 'neath the sage brush tree;
 The lazy, whirring, rattlesnake
 Has grown quite dear to me,—
 Until the war is over, even
 Sweethearts sometimes must part,—
 So dear, kind friend, tell them
 I could not; 'twould break my heart.
 Tell them, only tell them,
 I have gone beyond recall,
 And my friends, th' lizards and rattlers,
 I have left them one and all.

—Charley Lavery.

Baltimore & Ohio Ry.

As we see nothing in our grand old TELEGRAPHER from the Ohio Divisions of the B. & O., it looks as if we were all dead, but such is not the case. There are a few of us scattered along that are staunch O. R. T. boys, but I am sorry to say there are some "nons" also. I don't know if a cannon would arouse them from their slumbers or

not, but I know you can't touch them with a letter or by sending them a TELEGRAPHER. They do not seem to be satisfied to keep out of our ranks and avoid assisting us in the good work, but they are trying to turn Armour & Co. down, and have gone into the Ham Trust and take the Bones out at the same price.

I see where some brother referred to Col. J. A. Kilbourn, and for that brother's information I would say Col. Kilbourn is the senior member of the firm of Kilbourn & Jacobs, manufacturers of wheel barrows, scrapers and various kinds of such articles, and employs a great many men and is a friend to the poor, and is one of the most prominent men in Columbus, O.

I see, in reading over my journal, on different lines where there were changes to be made on such road the vacancy would be advertised; that looks like some one had done some good work, and employer and labor were sailing in the same boat. I wish things would terminate to such a point on the B. & O., and one would feel that they had some chance of getting something better; but as long as things remain in such a state there are poor hopes. As one can do no good by writing "nons"—they won't even answer your letter—they're just like a mason trying to quarry granite with a lead pick.

Yours in S. O. and D.,

A MEMBER.

B. & M. System, Div. No. 59.

No. 59 held its first meeting at Fusileers' Hall, 53 Hanover st., Boston, Mass., May 27, 1900, commencing at 11 a. m., the following brothers filling the respective chairs: W. H. Meserve, Local President; P. J. Murray, First Vice-President; U. W. Kidder, Second Vice-President; H. S. Sweetland, Past President; J. B. Bode, Marshal; J. F. Mullen, Inside Sentinel; Carl R. Lind, Outside Sentinel; while John C. Miller paid the janitor for the hall rent and wrote in the book.

Since our last meeting Bro. P. W. T. Sanders, of Durham, N. H., representative of the Western Division, has been called to his long and lasting home. Bro. Sanders was one of our most trusted members and could always be relied upon to help the cause of the Fraternity. Bro. P. J. Murray was elected to fill the vacancy of committeeman on the Western Division.

Much important business was transacted. A date was set for a meeting with the company officials. Arrangements were made with regard to preferring charges against certain brothers who have not been toting fair.

After Division 59 gets through with this batch there will undoubtedly be some expulsions that will learn them to behave in future. All these men will be notified to be present at our next meeting.

JOHN C. MILLER,

L. S. & T.

Seaboard Air Line.

While we read daily about our brothers on the scab route and of the hard fight they are making for justice and right, we cannot help but think of our boys here on one of the Southern's greatest competitors—the S. A. L. Ry. Here we have men working from \$20 to \$65; average, \$40, often working fourteen to fifteen hours per day; no overtime allowed, and all division superintendents are instructed to furnish no relief to any man unless he is sick and unable to work. Then he loses all time off. It does seem that this is getting down nearly to the Southern, but we can't believe our officials can be so mean and underhanded as the Southern people, and I think that if their attention was called to this they would be willing to do something for us.

The boys here have never asked for anything. They have been organized once, but have about all dropped out. Send us an organizer and help us to get right. We want to be in position to demand our rights as well as other roads. Some of the boys, in fact quite a number, show a disposition to come into the good old Order. I have had quite a number of inquiries recently. Whether they win or lose on the Southern makes no difference. Persistence will tell and the future is ours.

CERT. 95.

Canadian Pacific Railway.

The members on the Western Division of the C. P. Ry., realizing that their schedule was not working as well as it might, and on account of new lines and extensions being added to the Western Division, and new positions being created which should have a salary above the minimum, and which were opened with a minimum salary, determined to revise their schedule, and accordingly called a meeting in February last of the Local Chairmen of the Western Division (five in all), together with the Assistant General Chairman, and a lineman chosen by the linemen of the Division, of which there are fifteen, and drew up a revised schedule, gave thirty days' notice to the company, according to the agreement then in existence, and were met by the superintendents and general superintendent of the Western Division April 12, at Winnipeg, Man. This being the first Division to revise the schedule since the adoption of the schedule by the whole system, the company regards this movement on the part of the Western Division telegraphers as a forerunner of what they might expect from the other Divisions at an early date, and therefore was not prepared to grant any concessions to the Western Division that they were not prepared to grant on the whole system from ocean to ocean.

The committee was cordially received by the officials, and the way they were dealt with by the company fully demonstrated that the company were prepared to deal justly with them, and that they looked upon the telegraphers' interest in common with their own, which fact should and no doubt will have the effect of bringing the company and their telegraphers closer together.

Some of the articles of the schedule bearing upon increases in salary could not be adjusted with the superintendents, and after a week's session with them the committee took the wages question to the manager and were able after five days' session with him to adjust all matters satisfactorily.

There are, of course, a lot of questions discussed and arguments had, as anyone knows who has served on schedule committees, that it would be impossible to chronicle here, but some idea of the task of this committee may be had when it is remembered that daily and nightly sessions were held with the officials for nearly two weeks.

Some of the improvements on the previous contract are as follows: The fixing of a definite hour for agents' hours to begin and end; increase in salaries amounting to about \$6,000 a year; raising minimum of dispatchers and providing 50 cents a day extra for relief dispatchers; general promotion and fixing of seniority rights; raising salaries of linemen, \$5 per month, and providing in other ways for them to participate in clauses of schedule in which they were not included before; the advertising of vacancies on the Division on which they occur; definite and more satisfactory provisions for transportation, besides adjusting some grievances which previously existed.

T. G. & B. Division:—

One day recently Bro. Smith, the magnetic operator at Flesherton, went out fishing and became so engrossed in the sport that he trespassed on reserved grounds. First thing Billy knew a lady came along and ordered him off the place but the gallant fisherman relied on his magnetism to pull him through and kept right on fishing.

A day or two afterwards Billy got a blue invitation inviting him to appear before the local magistrate for casting his line in reserved territory. Billy had to hand over a five spot and the magistrate called it square. But the fish he caught did not nearly equal the amount he had to fork over for the slight infringement of the Canadian law. It is a hard proposition to jolly those country girls.

Bro. Dave Carnegie, night operator at Owen Sound, apparently has some very strong attraction at Toronto, judging by his frequent visits to the Queen City.

Bro. Bob Wilton, the fascinating young operator at Orangeville, has been casting his eyes towards Wingham for some time past. Bob always has something good on the string.

Owen Sound has become quite an excursion point in Ontario. Another large boat, "The Mazeppa," from Hamilton, has arrived there and will run excursions between Owen Sound and Balmy Beach, which is one of the finest summer resorts in Canada. Operators or agents who wish an outing and a pleasant time should give Owen Sound and Balmy Beach a call.

Two slick gents who hail from Dundalk, got a much-deserved ducking a few days ago. They got on the blind baggage just for the fun of the thing, and intended to ride to the next town. Engineer Geo. Johnson and Conductor Walker put up a job on them and this is how it worked: As soon as the train got well under way the fireman turned the hose on them and knocked their hats off the first clip. Before the train stopped the free riders were drenched to the skin and presented a most pitiable appearance. There will be a less number of free excursionists in the future.

The steamboat express, the C. P. R. Flyer between Toronto and Owen Sound, resumed running on the 19th inst. Conductor Walker, of the Teeswater Branch, has been promoted to the O. S. Branch, over which this train runs. Conductor Wilson takes his place on the branch.

Yours in S. O. & D.,

W. E. B.

Mountain Section:—

Bro. Barker, at Sicamous Junction, has resumed duty. Bro. McManus proceeded to Revelstoke to relieve Agent Bradshaw.

Bro. Jelly has been transferred from Field to Sicamous Junction, nights. Bro. Jelly's duty is to keep the mosquitoes off the platform when the fast train from the South comes in.

Bro. Haney has been transferred from Sicamous Junction to Field.

Bro. Armstrong, agent at Illicillewaet, has been elected Local Chairman by acclamation.

Bro. Sharp took part in the Queen's birthday celebration at Golden. Bert was dressed in khaki, and was commander of a 4-point naval gun, drawn by his famous team of Great Dane dogs. He was awarded first prize for his excellent gun drill.

Bro. Vivian Dunn has been promoted to Griffing Lake, Bro. Hayward having gone East for a vacation.

On June 30 the present half year closes. It is to be hoped that every member will remit his dues promptly for the coming half year, so that this section may hold its record of the highest membership percentage on the C. P. R. Every regular telegrapher and lineman employed on this Division are members now; therefore, we should have a full percentage of 100 per cent.

Bro. Mooney has been promoted from Bear Creek to agency at Palliser. Business shows a heavy increase in all branches since Bro. Mooney assumed charge, and he is to be heartily congratulated therefor. We may presume that he will no more see the moon combing his whiskers on the peak of Mount Sir Donald by moonlight.

Mrs. Wells, wife of our esteemed Bro. Wells, agent at Golden, was awarded first prize for best decorated bicycle on May 24th, at Golden.

System Division No. 7 is steadily progressing. Seventy-five new members joined since January 1, 1900, making a total membership of 817.

The Western Division Schedule Committee succeeded in negotiating a satisfactory schedule at Winnipeg.

Bro. Robinson, agent at Donald, had his station decorated with flags on the 24th.

We are much interested in the Southern Ry. trouble, but do not see anything in the papers concerning it.

Bro. Currie, esteemed agent at Salmon Arm, was off duty a few days ago on account of sickness. Too much lawn tennis, "Z."

CERT. 44.

Erie Railway.

Susquehanna Division:—

Opr. Vincent, of "XY" tower, is taking a few days' leave of absence, and Opr. Kinney, of Barton, is doing the "owl" trick in his place.

Opr. Branch, of Campville, visited Great Bend friends recently. Wonder what attraction there is at the Bend for John?

Opr. Downey, of "KZ" tower, started for New York June 1, where his brother, M. E. Downey, formerly of this Division, but now working at Little Falls, on the Greenwood Lake Division, intends to join with him in taking in the sights in Greater New York and vicinity. Bro. Downey expects to be absent a week or ten days.

Opr. Whitney, of "KZ," tower, was absent Decoration Day to assist in memorial services to the departed heroes of '61.

Opr. Brooks, of "XY" tower, I notice, takes a day off quite often, and "13" he brings home a large string of fish each time. "KO," I wish you would put me on to how you manage it, as I fail to have any luck at all when I go after them.

Mr. J. T. Lewis, the popular conductor on the Elmira and Susquehanna extra, was killed at Barton Gravel Pit May 21, 1900, by the switch engine. He was standing on the west track and did not see the switch engine, which was backing up. Both legs and one arm were cut off, and head smashed in. Mr. Lewis was a member of B. of R. T. lodge at Hornellsville, and also a member of the Red Men's lodge at Binghamton. His many friends in all branches of railroad work deeply regret his sudden demise, and he will be greatly missed by all who knew him.

Opr. Johnson, at "IJ" tower, says he has lots of muscle now since they put in interlock in the tower and connected up all the switches so he can handle all of them.

Bro. King, of "VO" tower, and Bro. Dickerson, of Waverly, departed recently for the West, to seek their fortunes on the D. & R. G. The attraction was the new schedule published in the February number of THE TELEGRAPHER that the O. R. T. had secured for the brothers on that railroad, and "K" and "NC" concluded they could not wait for us to get a similar schedule. We all wish them success in their new venture, and recommend them to the brothers on the D. & R. G. to be first-class fellows and strictly O. R. T. in every particular.

Opr. Dee, of Addison, is holding down Binghamton, nights, until regular man returns to work.

Opr. Smith, of "SQ" tower, has our sincere sympathy in his recent affliction in the death of his father, who lived at Tioga Centre, N. Y.

Opr. Carpenter, of Adrian, is now working nights at Chemung; Opr. Spring, of Chemung nights, at Canisteo, and Opr. Nichols, of Canisteo, at Adrian, nights.

Opr. Hemstrought, of "GY" tower, has a new suit of clothes made by a Great Bend tailor, and one of the girls who work there informed me that "HE" had so large a "bay window" that the tailor had to splice the tape measure in order to get the length around.

There is a new man at "JF" tower, but am unable to state what his handle is.

Opr. Beattie, of Canisteo, is working in Elmira Depot, nights, and Opr. Varian, of the same place, nights, has secured the position of day operator in place of Opr. Dickey, who now handles the message wire in dispatcher's office, nights. Opr. "Josh" Billings now holds down message wire days, and he is O. K., as he gives someone else the wire once in a while, instead of letting "VS" have the exclusive use of it, as was formerly the case. Good for you, "Josh."

Opr. Pickley, of dispatcher's office, has been appointed Block Signal Inspector for this Division.

Opr. Bartley, of Great Bend, resumed work May 2. Glad to welcome you back among us again, "DX."

Just a word to the brothers on this Division. Take a firm stand in the O. R. T., and do not get faint-hearted, but give us your firm support and get after the "nons" and bring them into the fold, and perform your work faithfully and to the best of your ability, and this is what the O. R. T. is for, to bring us up to the standard where we belong, and we must each one of us do our best to gain this point, and the O. R. T. can not do this for us if we do not lend a hand every chance we get. Be sure every train or light engine has two markers on rear. Do not take any chances on this, but be governed by the block signal rules in cases of this kind.

CERT. 291.

Mahoning Division:—

A meeting was held in Cleveland the evening of May 2. All operators working on the Mahoning Division were invited. Seventeen of the boys turned out, and all seemed well pleased with the meeting.

The Railroad Telegraphers Social Club, which started in with a membership of seventeen, and elected the following officers: President, Bro. Wm. McDonald; Vice-President, Bro. C. E. Norway; Secretary and Treasurer, Bro. L. E. Minck. A social committee of three was also appointed, Bros. Orr, Gaskell and Norway acting in this capacity. Bros. Murphy and Norway were appointed a committee of two to arrange for a hall in Cleveland, where the meetings will be held. Meetings to be held once in two months on the third Saturday night of the month, which will be July 27, September 15, etc. This club has been formed for intellectual as well as social purposes, and it is hoped that all the boys will turn out and make it a grand success. It costs nothing to join and the dues are only 25 cents per meeting

night. Any information in regard to this club will be gladly given you by Bro. L. E. Minck, of Girard, O.

C. H. Stroup goes to "SN" tower as day man. Bro. R. W. Bell returning to Hubbard as day man.

Opr. Fairbanks goes to Wheatland as agent and operator, and Extra Opr. Dix goes to "WH" tower.

Bro. R. O'Rourke is now located at Canfield as agent and operator. Ross says it's the only job.

CERT. 54.

Cincinnati Division, West:—

Bro. Husted, of "Q" tower, is taking "Gym" lessons to prepare himself for his new position at Peoria.

Bro. Curry, of Richwood, spent a week at home on account of sickness. Bro. Lary relieved him. Glad to see you on deck again, "CU."

Opr. Kline, "DN," Dayton, returned to work after attending the late illness and death of his mother at Galion. You have our sincere sympathy, "K."

Bro. Todhunter is now installed as operator at "BX" tower, Galion. Not so much "Grief" now, is there, Toddy?

Bro. White spent a few weeks as extra agent at Green Camp on account of a new arrival in that city. We all smoke, "QN."

We had a very pleasant visit from Bro. H. C. Ostrander, of Chicago, last week. Bro. O. is out of the telegraph business, but still retains his membership in the Old Reliable Trust, an example to our slow-going "nons." Come again brother, you'll find the latch string always out.

Bro. Ernest Curry and wife, of Richwood, attended the funeral of Bro. Jordan at Wadsworth, Bro. Lary relieving.

Brothers, look out for a notice of another meeting on the Cincinnati Division in the next few weeks. It promises to be a hummer.

Yours in S. O. & D.,

CERT. 38

Meadville Division, East:—

Brothers, again I will endeavor to give you an idea of what is going on here on the "old pike."

Bro. Helm, of Lakewood, is beginning to look for a helper on account of so much business.

Bro. L. G. Sands, of Waterboro, days, is kept busy throwing levers and registering trains. I don't suppose he likes his promotion, when he is climbing those signal poles.

Bro. Maloney is enjoying a rest at Randolph, while Bro. Metz is doing the "owl" trick.

Bro. G. B. Chapman is "pounding brass" at Kennedy, days, during regular Opr. Burch's visit to Albany.

They all say Bro. Johnson, of "S" tower, is the best checker player in Western New York.

Bro. Deckenson, of Falconer, days, is quite contented in the change from Waterboro, and to be rid of putting out lamps.

We are all pleased to know that Bro. Chapman appreciates the O. R. T., as he said he had all he

wanted of such lines as the W. N. Y. & P., which pay \$35 per month. He jumped into the O. R. T. as soon as he got a position as extra man on this Division. Some of the "nons" here should do likewise.

Extra Opr. Cole worked at Ashville for Bro. S. Jobs. We expect Bro. Jobs will be passing the cigars around soon.

It is to be hoped that all the brothers on this Division will take an active part in helping to get the "nons" in. I would like to see a meeting held somewhere on this Division, and see if we could not get the "nons" interested.

CERT. 39.

Union Pacific System.

Wyoming Division:—

Bro. H. R. Harris, of Laramie, has taken unto himself a wife. We extend congratulations.

Trains began running over the new line between Lookout and Medicine Bow, May 27. New offices are known as Rock River and Ridge.

Trains are expected to begin using the new line between Medicine Bow and Dana Junction June 3. This will leave Bro. A. A. Hapgood, of Carbon, on a branch line.

Bro. W. C. Sammons has been promoted to agency at Fort Steele, relieving Robert Farrar, who left the service of the company. Bros. I. H. Van Loon and H. H. Corbin are his assistants.

C. F. Heath, of Rawlins, and Bro. P. McCongly, of Rawlins, and Bro. H. Tavenner, of Solon, each saw service at O'Neill wreck office.

Mr. Stover, from the "Q," is a late arrival at Fillmore.

Bro. T. P. Romans, of Granger, has resigned to go to the O. S. L., relieved by Thomas Glascoe.

Bro. H. A. Lewis, late of the A., T. & S. F., is days at Peru, with Bro. C. G. Smith, nights.

Bro. R. E. Close is now working days at Evans-ton.

Bro. C. M. Hiestand transferred from Evanston, nights, to Ogden "YD" office, nights.

Bro. R. W. Keyes, late of the B. R. & P., is at present working nights at Carbon.

So long since hearing anything from the boys of the Eighth and Ninth Districts, a few lines would not be amiss. We must call the roll at least. We of the two most Western districts may know all that is going on, but possibly "there are others" who are interested in our welfare.

Business exceptionally good for this season of the year and the let-up which the boys usually expect at this time of the year, has failed to put in its appearance.

At "YD" we have "Reliable" Opr. Taylor, days, and Bro. Hiestand, nights. No mileage at "YD," nights.

Uintah, Bro. Donaldson, agent, and Bro. Russell, nights.

Peterson, Bro. Fansler, agent, all by his lonely.

Morgan, Bro. Cleveland, agent, and Bro. Benedict, nights.

Echo, Bro. Bailey, agent, and an "Anti O. R. T." man nights. Long since been given up as a hopeless case.

Castle Rock, Bro. Clawson, agent, and the call bell on nights.

Wasatch, Bro. May, agent, and "HX," a new man, on nights, a promising young operator.

Evanston, Opr. Fretwell, manager, and Bro. Close on days. "G." a new man, late of Chicago, nights.

Evanston, Dispatcher's office, Chief, F. H. Smith, with a pleasant smile and always a few moments for them all. W. M. Pugh, first trick; W. H. Tripp, second trick; "Senor" Moody, third trick, a late arrival, but well and favorably known.

Hilliard, Bro. Gordon, agent, better known as the man that struck a "Bonanza." We understand that Bro. Gordon has made a success of the sheep business. He has our best wishes.

Aspen, Bro. Graham, agent, and Bro. Pritchett, nights.

Piedmont, Bro. Swartfager, agent, and Bro. Ganley, nights.

Carter, Bro. Gamble, agent, and Bro. Johnson, nights.

Granger, "P" doing the days, and "TN," nights. Both good men, but kept so busy they can't get acquainted with the boys.

Very few "nons" among us. Possibly two or three, but there is hopes that they may see the error of their ways and "take up the white man's burden" in the very near future.

CERT. 21.

Nebraska Division:—

Assistant Supt. W. L. Park, at North Platte, has been promoted to superintendent of the Wyoming Division, vice E. C. Harris. Mr. Park takes with him the respect and best wishes of all his former employes on the Nebraska Division.

Mr. C. B. Keyes has been made assistant superintendent at North Platte, and Mr. Chas. Ware at Omaha.

Mr. H. Williams, for a long time agent at Valley, goes to Pine Bluffs in the same capacity, his place being taken at Valley by Mr. C. L. Dickey, whose place is taken at Wood River by Bro. Root.

Bro. J. B. Whiteley, of Paxton, has taken a thirty days' leave of absence, being relieved by Mr. R. G. Daly. Bro. T. R. Kealy does the "owl act."

Bro. Geo. Skinner is the new manager at Sidney, coming there from Grand Island.

Bro. John A. Alcorn, of Chappell has taken a thirty days' leave of absence to look after his bunch of cattle up at Fort Laramie. Bro. Wigginton, of Ogalalla, is relieving him.

All the boys have now taken the physical examination, and we presume the reason for it will soon be made known.

Agent Geo. S. Kinsman, of Julesburg, is absent on sixty days' leave. Bro. J. W. Abbott will keep the place warm until his return.

Bros. C. W. Horne, of Maxwell, R. C. Burke, of Brady Island, and Geo. Arendt, of Elm Creek,

are all eligible to membership in the "Old Timers" Society on the U. P. Only the very oldest inhabitants of their towns can give the date of their arrival.

Bro. R. E. Bruner is now agent at Scotia.

Kansas Division:—

Bro. R. G. Williams has returned to Junction City to work days, making J. L. Chandley, first, B. L. Clem, second, R. G. Williams, third, and C. W. Foss, fourth.

What is the matter, "RA," you do not go to "SY" any more? Has Ben got you bested. He has a lovely stud for his tie, now.

Bro. E. L. Clemons still holds "Z," days.

Bro. G. D. Criswell is working nights at "MH," while Bro. Johnson is away on a vacation. Poor "M."

Bro. E. D. White still remains at Garrison Crossing and is greatly admired by all who know him.

Bro. P. J. Garvin, of Fort Riley, was off a few days not long since. We missed you, Patsy.

Look out for "nons" and land all you can. I have plenty of line and will furnish to any one.

CERT. 230.

Julesburg District:—

This well organized branch of the Union Pacific has not occupied the place in THE TELEGRAPHER correspondent's department that it should, but has at last come to the front and will speak its little piece. The "Julesburg," with one or two possible exceptions, is solid O. R. T.

Smallpox in the vicinity of Crook has been bothering our Bro. S. L. Breckenridge for some time. Luckily he and family have escaped so far, and are now practically out of danger.

E. B. Barnes, formerly of Lupton, is holding down Iliff at present.

Sterling has Bros. McAlpine and McClure on the day shift, with John S. Brubaker from the far East, doing the night act.

Bro. Lee Prewitt, the Cattle Baron, still "OS's" as Merino.

Miss Abbie Brandt, a good little O. R. T. girl, handles the key at Snyder. Miss Abbie has been sick for the past week, but is now back at work. Understand there is plenty of work at Snyder, but the little lady seems equal to the emergency.

Bro. Isbell, until recently at Fort Morgan, has given up railroading and gone to Fort Collins to engage in the oil trade. H. M. Lyon, who has been at Hardin for the past year, relieved him. Think he dislikes the idea of having his life insured. Mr. E. I. Crook succeeds him at Hardin.

J. E. Huddart is still at Weldon. "JE" keeps living and enjoys it, too, I guess.

Bro. D. P. B. signs all kinds of messages at Orchard. Good boy, too, I guess.

Kersey's popular agent, L. R. Collins, continues to "bill" spuds and onions for the numerous farmers in his vicinity. Collins is all right every time, you bet.

Div. Com.

St. Louis, Kennett & Southwestern Railway.

At "Campbell," the northern terminus, we have Bro. Carl Daly, and a good one, too.

Holcomb, Bro. Cook.

Kennett, "GO" office, we have Bro. Page, dispatcher, and superintendent's clerk. Bro. Page is an old time telegrapher, and never fails to help us all out.

Kennett, "KN" office, we have Mr. and Mrs. Alexander. Mr. Alexander, I am told, was at one time in the ranks, but—

Pascola we find Bro. Claude Ullery, a young operator and brother, but all wool and a yard wide.

Hayti we run onto young Daly, brother to Campbell's agent and operator. He is a young operator, but will be in the ranks ere long. The young ladies at Pascola and Hayti both seem to bother Claude and Clint. They are both good boys, however.

Caruthersville, southern terminus, your humble servant agent, and Opr. Will Page, clerk, and a big black coon for porter and freight rustler.

Our line is but forty-five miles at present, but we have one hundred under construction. We are all O. R. T., and all help each other. Our superintendent, Mr. A. R. Ponder, is a young man, but a good man, and all you have to do is to do half way right. He is young in years, but old in experience.

Our train crews are all Order men, and up to date.

This country is very low, having had a volcanic eruption some years past, but we have a country heavily timbered, and a mill at every station and blind. Line does a good business all the time.

Yours in S. O. & D.,

BEN F. CROCKETT.

G. T. Ry. System, Div No. 1.

A dread of Bro. Perham's goat has always prevented me from writing for our Journal, but it is so long since I've seen a word about Island Pond and Richmond Divisions that I have decided that a few words would be welcome.

At Island Pond we find only two old timers, Dispatchers Cabana and Mason, the others being all new men, Messrs. Unlaub, Ouellette and Atwell giving out "31's" for this end.

Opr. W. Olsen has left for parts unknown, and Opr. Potter has taken his chair.

At Lake, Bro. Pelletier fights mosquitoes and peddles fresh trout to Norton Mills. Lake, nights, is closed since March 1, the first summer in twenty years.

Bro. McManus does the whole "biz" alone at Norton Mills, days. Bro. Benoit keeps him awake nights with his snoring. Ed says he never heard a man snore so loud.

F. Williams is still at Coaticooke, days, and if some of the boys go there on a visit, don't forget to take along a good supply of tobacco; "tobaccanayen" preferred.

Mr. W. E. Ladd, agent at Compton, had his freight shed burnt down last week.

Opr. Boyle keeps things hot at that place, nights. They say "OA" once, is enough to fetch him every time.

At Waterville Mr. A. Metivier is about the busiest man in the whole town. Bro. Holtham tends to semaphores and helps make out report at night.

Next comes Lennoxville with Opr. Findley, days, and Bro. Hatcher, nights. Hatch, please let's know where "FX" went during those thirty days off, and tell us if any White Caps in town this spring.

Mr. McGee, a new man, holds Sherbrook down days, with Bro. Bartlett, nights. "J" says Jack Read is no use to keep G. T. operators awake, it being all he can do to keep awake himself, to say nothing of the Q. C. men.

They say Mr. R. Keeler never swears when the office is being washed now. If this is true there must be a new or a young hand doing the cleaning now.

Mr. McDonnell, agent at Brompton, is looking very well, considering the hard work and hard knocks he had last winter.

Mr. Walter Hunter is still selling tickets and murdering the French language at Windsor Mills. Walt. says he's going to fall in next pay day.

At Richmond we find two good men, Messrs H. B. Pray and S. C. Fowler, and we also find a lot of work for them.

As you will notice there are still a lot of "nons" among us, but they are all going to "ante up" when traveling Secretary Reed comes along.

More anon if this gets in.

Yours in S. O. & D.,

CERT. No. 13.

Cert. 436 has indeed an excuse for saying this Division is not represented regularly enough in our worthy Journal. Possibly he has goaded the writer into a state of overconfidence. However, an effort must be made to convince him that we have not yet passed into oblivion.

Starting at "G" office we can hear Bros. Dafoc and Shertly calling for "next."

At "CI" Bros. McLean and W. J. Hunter are "AI on 31's."

"RF" is manned by Bros. J. A. McMillan and A. Oullette.

At "DM" Mr. Morphy presides. "If not, why not?"

"AC," Mr. Elliott, agent, Bro. Cook, days. When is your mate coming in, "FW"?

At "DV," Bro. Leroux, agent, Opr. Jardine, nights. Can any developments be made?

"PI," Bro. N. Woods, agent.

"SA," Bros. Gibson and Lasonde. Jack finds "SA" about right during the summer months.

"WC," Bro. Parent, nights. Tell Dan we are waiting on something more than a "Lady's Excuse."

"VA," Bros. Froom and Boulger. New lads. "RO" is reasonable and we like to see "three in a bunch."

"CU," the spring freshets will likely unearth the "stumbling block."

"QS," Bro. Boyte, agent.

"RB," genial Bro. McGurn, agent, opr. Morey, nights. "M" says he will send us an interesting paper soon.

"VS," Mr. Woods, agent. Trust he will yet reform.

"SE," C. P. Whyte, agent. Bro. Carter is now at St. John's. "CA" will look after the east end all right.

"MR" is held by F. W. Hinton, lately from St. John's. Fred says he is preparing.

"RO," Bros. Wm. Harrison, agent, J. W. Hunter, days, Opr. Robinson, nights. Is it necessary to give "X" a call?

"RO" Junction, Bro. Geo. Gogo, days. Get your mate, Geo.

"OI," Mr. Ainsworth, agent.

"DK," Mr. Snyder, agent, B. W. Biddlecome, nights. "B" is a good man and says he will be in line. Next.

"AU," This place is the "Envy of Armour."

"W," S. R. Loucks, agent. Bro. Stata, nights. We want the agents, too.

"UI," D. Fink, days, E. B. Fink, nights. Come, "EB," enlist.

"CV," solid O. R. T. Bros. Shaver and Eaman are good men.

"PR," R. B. Anderson, days, Bro. J. W. McGuire, nights. "JA" enjoys it.

"R," Bro. Kitchen, days, Trickey, nights. Would be pleased to furnish "RK" with quotations.

"MB" yard is handled to perfection by Bros. Robinson and McEwen.

Thorough organization is absolutely necessary if we wish to reach a level with other roads. "Union should be preserved" and it behooves each member to enroll all possible preparatory to a revision of our present contract, and make this the Banner Division. With 73's to all, I remain,

Yours in S. O. & D.,

CERT. 885.

N. Y., Chicago & St. Louis.

Mr. Clark, transferred from Lorain, days, to Conneaut Yard office, days, is now working in dispatcher's office, Conneaut, nights.

Mr. West, extra dispatcher, is now running a trick on P. B. & L. E., at Greenville.

Bro. W. P. Roderick is working days in "MX" office, Conneaut.

Dad Marshall and Mr. Cole are working days at Conneaut yard office, with Mr. Stedwell, nights.

Mr. Temple, nights at Ashtabula, was off a few nights on account of death of a relative, and was relieved by Extra Opr. Cobb.

Mr. Young, days at Painesville, while being examined for railway mail service, was relieved by Extra Opr. Sinclair, of Ashtabula.

Mr. H. C. Showalter, nights at Woodland, transferred to Lorain, days, vice Mr. Clark, relieved at

Woodland, nights, by Bro. V. J. Beaumont, formerly night clerk at Cleveland.

Bro. Beaumont was off two nights on account of sickness, and was relieved at Woodland, nights, by Mr. C. P. Tiffany, night operator at Euclid, while Extra Opr. Sinclair filled the night chair at Euclid.

Bro. J. E. Burnap, Cleveland Depot, nights, off a few nights on account of the death of his uncle, was relieved by Bro. Beaumont, from Woodland, Mr. Tiffany filling Woodland, nights, for the occasion.

Oprs. Russell and Simpson are now holding down Bellevue Yard office, nights.

The following was heard on No. 2 wire a few nights ago: "V" "V" "V" "I" "I" "V" "Open No. 1, say when." "Now." "Close it." "Now open the window say when."

I would like to have some brother on the Fourth District write up his district each month, and let us know what the boys are doing out West.

CERT. 3.

Santa Fe Route.

Western Division:—

Bro. Moore, formerly the "owl" at Granada, is agent at Hartford, Kan. Pretty good change, too.

Bro. A. C. Trumble was last heard from in Billings, Mont., where he is prospecting for a position, which, we hope, he will soon strike. He still has the 55 cents, and says he would not be without the card for \$50.

We have a lot of good men in La Junta "AN" office, but you have to meet them to be convinced of this fact, for they are like icebergs on the wire. Bro. Sowl, recently days at Coolidge, now has a trick in this office, and we enjoy his most perfect Morse.

Bro. H. C. Smith has been extra for some time, having worked nights at Pring, Colorado Springs and Pueblo. Now we are glad to see him step in regular at Skinners, and hope he will be able to put his partner on the right track.

John Beard (a good brother), who has been doing the "owl act" at Larkspur since last August, resigned May 1, to go into the navy if he could. He was relieved by Bro. W. E. Needham, late of the Y. & M. V. Ry. Understand they "Needhams" on the Southern.

Bro. Downing, night operator at Garden City for some time past, has been promoted to the agency at Caddoa, Bro. J. T. Hart having expressed a preference for Cimarron, Kan., where he now holds forth. With those nice living rooms over the office, it is to be supposed Downing will soon take a "better half" or he is "NG."

Night Opr. Bell is laying off on account of the sickness of his mother, who, we trust, will soon recover.

Opr. O. Marshall relieved Bro. Black at Sedalia, but later he was relieved by Bro. L. T. Barton, who has been "running extra" for a couple of months. If he could keep some of those good jobs like Pring or Skinner's he would be "right in it." He is highly recommended for building pig pens, too.

It is rumored that a man from the East, near Kansas City, is to take the place made vacant by Agent Lawson, at Rocky Ford, to take the cashiership in Pueblo freight office. Mr. Lawson's health is responsible for his making this change. It would be pretty nice if some of our old-time agents on this Division were to take the Rocky Ford place, and there is some talk of it.

Recently the "owl" in Colorado Springs "CP" was taken suddenly ill, making it necessary to call Bro. Kibbe, of "S" office, at 4 o'clock in the morning to relieve him. "A" is back again now, and we hope he will not get sick again very soon. Mr. Skinners, who has some ancient ideas, worked here until regular man was able to work, then he went to Skinners to take charge nights.

Bro. Haskell, agent at Pring, has a relic of the late war at Holly, which he prizes very highly. It is nothing more or less than a common paper-weight with a heavy cord attached. Indeed, a small article to cause a good man to lose his position, but we all stand by Bill, who is a gentleman and regret the occurrence more than anyone. If trouble comes up again it is to be hoped that surrender will not be so hurried, in which case we will be victorious.

Bro. T. J. Black, late night man at Sedalia, has the Fountain agency during Bro. M. B. Cone's absence. Some say Cone got "skeered up" on account of a case of smallpox in his town, and flew his kite. However, he is at present enjoying a very pleasant time in the East visiting relatives. Of course, his wife is with him, as usual.

The fund for Mrs. D. C. Coats, of Winfield, Kan., was growing at last accounts, and all the boys were only too glad to subscribe their mite to such a noble cause. A little boy has arrived, and we trust he will as far as possible take his father's place in his mother's heart and be a perfect blessing to her, though he will never know the love and protection of a father. Boys, we will help your wife some day, if she needs it. If any one has any of these lists and they have covered the territory intended, please send to W. J. Nevins, who will turn them over to Mrs. Coats with the cash.

The steam shovel was put in the pit at Husted the first part of May, which made it necessary to open a day telegraph office at that point, with Bro. F. E. Gum, of Ohio, in charge. First thing our brother did was to ask for a transfer, which we gladly gave him with the usual welcome. "You don't have to show him." This new office will last two or three months.

To operators desirous of buying an attachment for their bicycle to ride on the rail, I wish to recommend the one built by the Parker Cycle Works of Colorado Springs. There is none better made, and high speed can be made on them with perfect safety over frogs, switches, etc.

Div. Cor.

Southern Kansas:—

Bro. Lamm Lott, of Humboldt, days, is now working for Missouri Pacific at Greenleaf, Kan.

Bros. Long and Chandler, of Independence, have resigned and gone East.

Garnett, nights, being closed, Bro. Wilson takes Independence, days. What about Mrs. "HW"?

Bro. J. J. Goggin has resigned at Niotaze on account of ill-health and left for Denver 10.

Erie, days, closed. Bro. Allen takes agency at Niotaze.

Bro. Grey has resigned at Eureka, being relieved by Extra Opr. Cumming, from Canadian Pacific.

Humboldt, nights, closed. Bro. Sands takes "AN," Chanute, nights.

Bro. Dalrymple, from "AN," nights, Chanute, takes night dispatcher's office, leaving Bro. Flaherty on extra list.

Bro. Chambers still holds down Williamsburg.

Bro. Crahan, relief agent, is at Carlyle for a few days.

Extra Opr. Buckley worked a few days at Elgin.

Extra Opr. Flaherty, extra at Cedarville and Longton, relieving Bro. Bagnall at Longton on account of sickness.

Bro. Spicer, late of "AN," Chanute, is in the poultry and produce "biz" at Neosho Falls.

CERT. 779.

Memorial.

A man among men, a typical Western railroad man who had worked his way up from a section hand to the responsible position of superintendent of the Southern Kansas Railway of Texas, a link of the A., T. & S. F. For twenty-one years he had labored faithfully in the employ of this company, gradually mounting the ladder of promotion, and if the Creator had seen fit to spare his noble life to his family and friends his future would have been a great one, not only as a railroad official, admired by all who knew him, as he was, but as a man among men.

W. D. Nelligan was born at LeCompton, Kan., January 20, 1862. At the age of 17 years, he entered the service of the A., T. & S. F. as a section hand, receiving promotion to section foreman April, 1881, at Blackwell, Colo., taking charge of extra gang and steel gangs when he was 19 years old. He was section foreman at Garfield, Kan., and later in charge of the yards at Dodge City. From this position he was first promoted to roadmaster of the C. K. & W. extension, Englewood line, March 4, 1888; was again promoted in March, 1889, by transfer to roadmaster, Arkansas City to Purcell, the Oklahoma Division, and had in charge the arrangement of tracks and station grounds, preparatory to the opening of the Oklahoma country to settlement; was transferred October, 1889, to the Panhandle Division, Kiowa to Panhandle, and October 1, 1899, received his promotion to superintendent of the Southern Kansas Railway of Texas, Higgins to Amarillo, Texas, with headquarters at Amarillo.

Mr. Nelligan had always been a man much admired by all the employees and the public. When he was transferred from the Englewood line to Arkansas City in March, 1889, the employees of the Englewood line purchased a fine gold watch by subscription, and A. B. Harding, then agent

at Sawyer, Kan., was detailed to take the watch to Arkansas City and present it to Mr. Nelligan in the name of the employees of that line as a token of their appreciation for his services on that line, and their regret at his leaving. The watch was accordingly presented in April, 1889, and could you have seen the happy surprise that brightened that noble, honest face you would know how it pleased him to know his fellow man had recognized his honest intention to be man to man. On the outer case the watch bore the initials, "W. D. N." On the inner side, "Presented to W. D. N., R. M., by employees C. K. & W. R. R." Mr. Nelligan was wearing this watch at the time of the accident which caused his untimely death.

The evening of April 29, Mr. Nelligan advised his chief clerk, Mr. W. K. Warner, that he was going out on the line and would be at Panhandle the next evening. On account of several trains of cattle loading he went to Panhandle, and with a horse assisted in penning the cattle, it being his nature to extend assistance to all when opportunity offered, whether it be one of his employees, a stranger, or a patron. While standing on the stock yard fence, Mr. Nelligan lost his balance and fell to the ground, breaking his leg below the knee, the bone protruding through the flesh. He was an unusually strong and healthy man, weighing 215 pounds. In a special train he was hurried to the Topeka Hospital. All were in hopes that he would soon return to his post of duty. The word was encouraging until May 20, when unusual pains denoted a change. The morning of the 21st it was apparent that complications had set in that must tear from this man among men the life that his employees and friends hoped he would long retain. Death came at 9 o'clock p. m., May 22. The body was taken to Kiowa, Kan., his former home, and the evening of the 24th, after an interesting solemn service, a last look by officials, employees and friends, the body was laid to rest in the cemetery.

It is sad that the young must die, but they may become vicious. God only can tell if they will, and the old under nature's law and senile intellect, however much good they have done, can do little more, must die. The strong, growing, good man, just as he begins real life, just as the world can count him a success, just as it becomes known that he is one who will bring good and square work for inspection, goes away to come no more.

The deceased leaves an aged mother, a loving wife and three children—two girls and a boy—and one sister, who have the sympathy of all in their sad bereavement.

Those who attended the funeral were Mr. H. A. Tice, superintendent Panhandle Division; Mr. F. T. Dolan, superintendent Middle Division; Mr. W. K. Warner, chief clerk, S. K. of Texas; Mr. Geo. Puett, chief clerk Panhandle Division; Mr. John Banker, superintendent B. & B., Eastern Division; Mr. John Lynch, dispatcher, Wellington; G. W. Rouke, agent, Purcell; A. B. Harding, agent, Williamsburg; Robert Buswell, Woodward, J. H. Berry, Panhandle, and David Gallagher, Canadian.

A. B. HARDING.



Grand Division

OFFICIAL DIRECTORY.

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St. Louis, Mo.
M. M. Dolphin.....First Vice-President
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ADVERTISING.

All matters pertaining to advertising will be referred to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. W. V. Powell, President, St. Louis, Mo.; H. B. Perham, Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairmen. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Local S. & T., Drayton, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

No. 2, WASHINGTON, D. C.—Meets 1st Saturday in each month at Society Templars' Hall, 5th and G Sts., N. W., Washington, D. C.; E. F. Broome, Local Pres., Benning, D. C.; V. Marcinkowski, Local S. & T., 813 6th st., N. W., Washington, D. C.

No. 3, HARRISBURG, PA.—Meets first Tuesday evening at 8 o'clock p. m., and third Sunday at 2 o'clock p. m., of each month in Ensminger Building, corner Third and Cumberland sts., Harrisburg, Pa. H. B. Oleweine, President, 633 Muench st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m. at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. H. L. Brown, Local Pres., 3814 Farrish st., Philadelphia, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairmen, E. T. Nickel, G. C., Amsterdam, Mo.; P. H. Williams, Local S. & T., Amaret, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Millard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Local S. & T., Pile Bluff, Wyo.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 3d Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local S. & T., 835 Elk st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. W. B. Dobbins, Local Pres., North Vernon, Ind.; J. F. Davis, Local S. & T., Lock Box 79, North Vernon, Ind.

NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. H. Morris, Local Pres., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.

NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Local Pres., Orano, Me.; E. L. Keyes, Local S. & T., Great Works, Me.

NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., at 619 6th st., Parkersburg, W. Va. P. Costello, Local Pres., Belpre, Ohio; G. J. Steurer, Local S. & T., 626 Depot st., Parkersburg, W. Va.

NO. 13, DULUTH, MINN.—Meets 3d Sunday of each month at 8 p. m. at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Local Pres., 1620 Oaks av., West Superior, Wis.; D. A. Short, Local S. & T., 1620 Oaks av., West Superior, Wis.

THE RAILROAD TELEGRAPHER.

- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Local S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shepheld, Local Pres., Alexandria, Ont.; R. E. Allison, Local S. & T., Greenfield, Ont.; P. D. Hamel, Asst. L. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. p., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. W. H. McNabb, Local Pres., St. Thomas, Ont.; B. Knight, Local S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. J. B. Coniff, Local Pres., 1206 Guilford ave., Baltimore, Md.; J. B. Finnan, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock p. m. at 1008 Lipscomb st., Fort Worth, Texas; C. A. Burton, Local Pres., H. & T. C. Ry., Frt. Office, Fort Worth, Texas; C. A. Burton, L. S. & T., 908 Jarvis st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, Local S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. J. E. Hunsberger, Gen'l Chairman, Elmwood Place, Ohio; A. C. Bushaw, Local S. & T., 1617 East 5th st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; L. D. McCoy, Local S. & T., Gibson Station, I. T.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. A. B. Harding, General Chairman, Williamsburg, Kan.; J. A. Newman, Local S. & T., Wichita, Kan.
- NO. 24, WILLIAMSPORT, PA.—Meets last Friday of each month on 3d floor Postoffice Building, Main st., Lock Haven, Pa. A. T. Mulhern, Local Pres., Farrandville, Pa.; N. F. Braucht, Local S. & T., McElhatton, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Local S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. D. Wright, Jr., Local Pres., Brunswick, Md.; E. L. Harrison, Local S. & T., Brunswick, Md.
- NO. 27, LOUISVILLE, KY.—Division covers the Louisville, Evansville & St. Louis Railroad System. Meets subject to call of Chairman. E. P. Roach, Gen'l Chairman, Germantown, Ill.; Jos. Watchinger, Jr., Local S. & T., Bartleso, Ill.
- NO. 28, PEORIA, ILL.—Meets 3d Sunday afternoon at 2:30 at Odd Fellows' Hall, 122-124 S. Jefferson st., Peoria, Ill. J. R. T. Austin, Local Pres., Peoria, Ill.; F. M. Widmeyer, S. & T., 604 Ravine av., Peoria, Ill.
- NO. 29, NEW HAVEN, CONN.—Meets on 3d Sunday morning of each month at 10 o'clock at K. of P. Hall, 45 Wall st., Bridgeport, Conn. T. O. Tiger, Local Pres., 53 Broad st., Stamford, Conn.; John R. Cardinal, Local S. & T., 164 Franklin st., New Haven, Conn.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Local Pres., 1225 Sansom st., Philadelphia, Pa.; James Hutton, Local S. & T., 1464 N. 52nd st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; Jas. F. Burnett, Vice Gen'l Chairman, 1206 W. Markham st., Little Rock, Ark.; Sidney C. Mahanay, Local S. & T., Sherwood, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. A. R. VanGeisen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.
- NO. 34, BOSTON, MASS.—Meets 1st Sunday, 10:30 a. m., and 3d Saturday, 8:30 p. m., of each month at Rathbone Hall, 694 Washington st., Boston, Mass. R. R. McDougall, Local Pres., 17 Northfield st., Boston, Mass.; C. R. Withrow, Local S. & T., Westville, N. H.

THE RAILROAD TELEGRAPHER.




- NO. 35, PROVIDENCE, R. I.—Meets 1st Saturday in each month at 8:30 p. m., and 3d Tuesday at 9:30 a. m., at K. of P. Hall, 193 Westminster st., Providence, R. I. Geo. E. Joslin, Local Pres., Auburn, R. I.; F. L. Fowler, Local S. & T., Box 152, Auburn, R. I.
- NO. 36, ANDOVER, O.—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Local Pres., Williamsfield, O.; T. D. Dellmin, Local S. & T., Gen. Del., Youngstown, O.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Galion, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Tuesday evening at 8 o'clock at N. E. corner Broad and Third sts., Columbus, Ohio. L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 727 N. 3d st., Saginaw, E. Side, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Milton, Cabell Co., W. Va.
- NO. 41, ST. JOHNSBURY, VT.—Meets 3d Wednesday of each month at 8 p. m., at K. of P. Hall, St. Johnsbury, Vt. C. A. Ranney, Local Pres., Danville, Vt.; E. M. Stone, Local S. & T., White River Junction, Vt.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 43, CONCORD, N. H.—Meets 3d Saturday of each month at 8 o'clock p. m. at Capital Hall, No 19 Warren st., Concord, N. H. W. H. Meserve, Local Pres., Penacook, N. H.; W. B. Drown, Local S. & T., 300 Center st., Newton, Mass.
- NO. 44, NEW YORK, N. Y.—Meetings 1st Wednesday evening at 8 p. m., 3d Thursday morning at 10 a. m., of each month, Brotherhood Hall, cor. Third st. and East av., Long Island City, N. Y. P. H. Enright, Local Pres., 1257 Bedford av., Brooklyn, N. Y.; J. F. Hinterleiter, Local S. & T., 149 5th st., Long Island City, N. Y.
- NO. 45, SPRINGFIELD, MASS.—Meets 3d Sunday in each month at 2 o'clock p. m., at Central Labor Union Hall, S. E. Cor. Harrison av. and Dwight st., Springfield, Mass. D. J. O'Connell, Local Pres., 71 Everett st., Springfield, Mass.; J. B. Belding, Local S. & T., Gilbertville, Mass.
- NO. 46, WORCESTER, MASS.—Meets ——— F. H. Bates, Local Pres., Sterling Junction, Mass.; J. F. Mullen, Local S. & T., Clinton, Mass.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coalton, Ohio; H. C. Mitchell, Local S. & T., Uniapolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. S. Hill, Gen'l Chairman, Montrose, Colo.; L. A. Parkhurst, S. & T., Room 6, Union Depot, Pueblo, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B, Portland, Ore.; A. O. Sinks, Local S. & T., Box 276, Portland, Ore.
- NO. 51, GROVE CITY, PA., Division covers P., B. & L. E. Ry. System. Meets subject to call of Chairman. William A. Gorton, Gen'l Chairman and Local S. & T., Grove City, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. S. J. Konenkamp, Local Pres., 2705 Jane st., S. S., Pittsburg, Pa.; J. W. Barber, Local Sec'y, 256 S. Highland av., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 20 Eddy st., San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, Roseburg, Ore.; E. F. Wolever, Asst. Gen'l Chairman, territory west of El Paso, Texas, Bocwawe, Nev.; W. R. King, Asst. Gen'l Chairman, territory east of and including El Paso, Texas, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View, Sta. L., San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. J. F. Coleman, Acting Local S. & T., Wickes, Mont.

THE RAILROAD TELEGRAPHER.

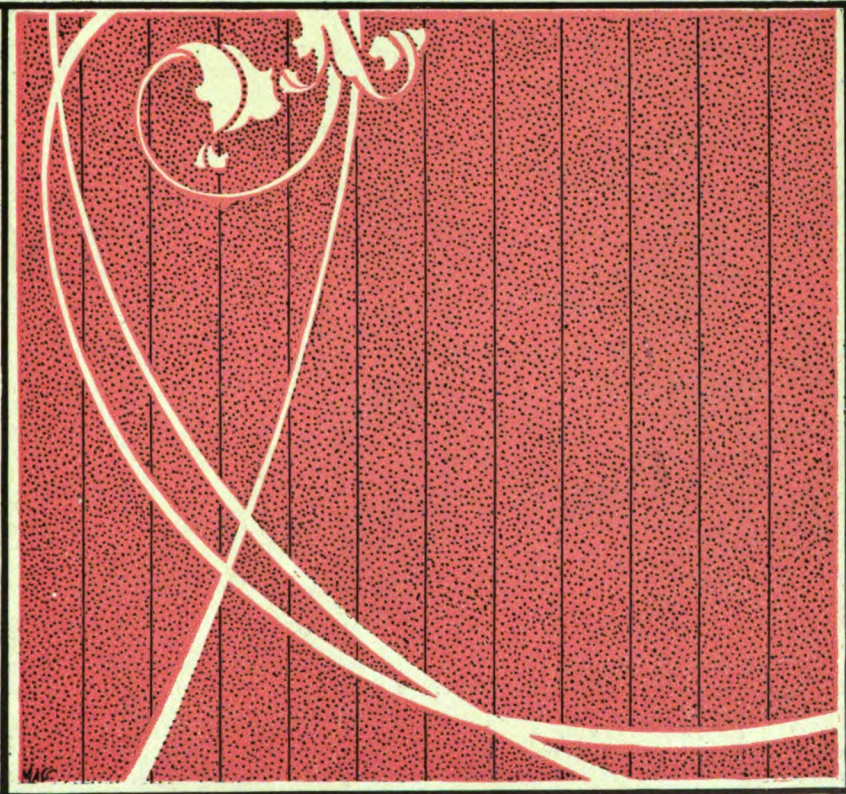
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; J. W. Girt, Local S. & T., Navarre, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; W. H. Harris, Local S. & T., care H. & T. C. Frt. Depot, Fort Worth, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3 floor Western Union Bldg., 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemoor, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacook, N. H.; J. C. Miller, Local S. & T., 46 Summer st., Chelsea, Mass.
- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; H. F. McDonald, Local S. & T., Pocatello, Idaho.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Local Pres., Causapsal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. J. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnellton, W. Va.; E. J. Shaughnessy, Local S. & T., Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 116 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Local Pres., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Office, Ogden, Utah; C. N. Custead, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; O. L. Rudisail, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m. at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 913 N. Fourth st., St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday evening of each month at 8 p. m. on 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 526 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av. 3d floor, Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; V. H. Cain, S. & T., 769 Oak st., Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago and Northwestern Railroad. Meets subject to the call of Chairman. E. R. Cram, Gen'l Chairman, Sugar Bush, Wis.; C. A. Ransom, Local S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.

Vol. XVII. No. 7.

JULY 1900



THE RAILROAD TELEGRAPHER



PUBLISHED AT ST. LOUIS MO.
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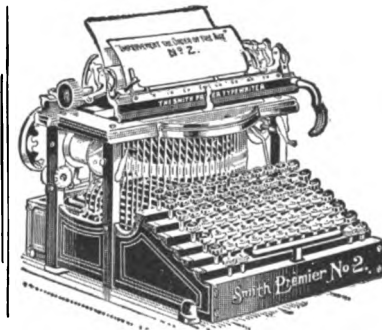
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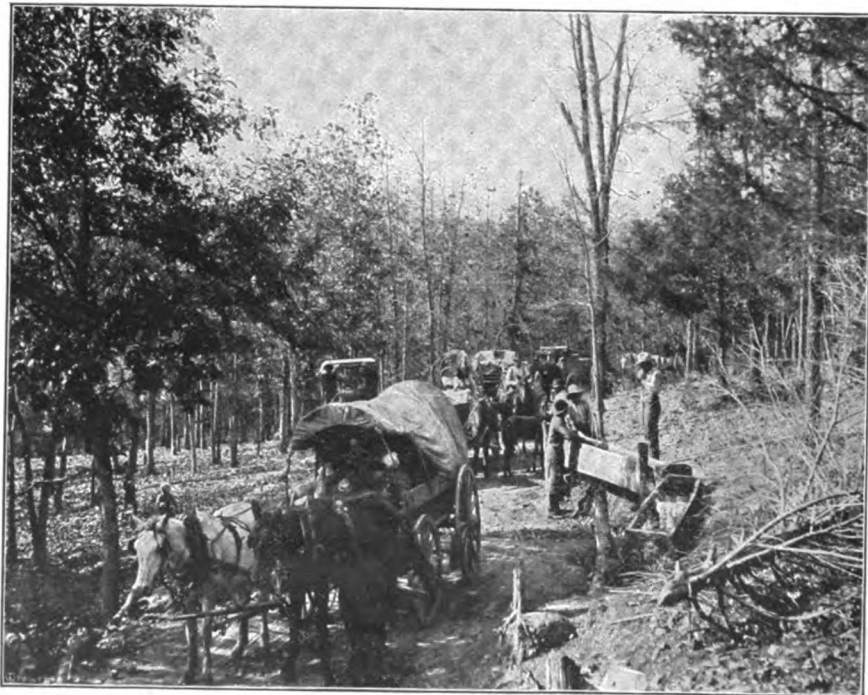
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THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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VOL. XVII.

JULY, 1900.

No. 7.

EDITORIAL

GOVERNMENT SUPERVISION NECESSARY.

WHERE a private corporation has control of public functions, the methods employed by that corporation in the daily transaction of business should at least be subject to supervision with authority by an agent representing the public. The necessity for such supervision is becoming more apparent every day, as far as railroad management is concerned. The fact that economies are being practiced that are calculated to increase dividends, and at the same time endanger the lives and limbs of the public who are forced by circumstances outside of their control to patronize these common carriers, should be a potent argument in favor of such a plan.

It is highly probable that the people will not allow private speculations to interfere with public functions indefinitely. In due time, the infeasibility of the plan whereby profits are made out of the transportation of passengers and freight will be fully demonstrated, and these public functions will be carried on with the single idea of

convenience without relation to cost, interest, or dividends.

Meantime what is practical should be done. Perhaps the powers of the Interstate Commerce Commission should be enlarged, giving it sufficient scope to look into, and authority to regulate such matters, or a Railway Commission should be created by Congress for this specific purpose, similar to the Railway Commission of England.

Many fatal accidents have taken place on the American railways in the past month, and the major part of them have been caused by false ideas of economy. The affair in the suburbs of Philadelphia recently, where a Baltimore & Ohio freight crashed into a Reading train in the Park Tunnel, with all the concomitants of death, fire and disaster, was in part due to economies in the telegraph department.

An editorial in the Philadelphia *Bulletin* has this to say on the subject:

"Coroner Dugan and his jury have caused the commitment of the operator of the signal tower in the Park Tunnel of the Baltimore & Ohio Railroad, who fell asleep at his post, and whose negligence was the cause

of the disaster in which two men lost their lives.

"The jury in recording their verdict also took occasion to express this judgment:

"We believe that keeping operators or signal men at work for twelve hours consecutively is inviting disaster, especially when only one is employed at a time in a tower, and we recommend that the hours of such employes should be reduced to eight hours."

"There is no more culpable form of railroad management than that which overworks men whose duty makes them responsible for human life, and too strong a censure cannot be passed on the careless or improvident policy which subjects this class of employes to such a strain as deprives them of the full and normal possession of their faculties.

"The Baltimore & Ohio management should promptly heed the opinion of the Coroner's jury in this case. Of all men who should never be 'overworked,' the railroad man on whose vigilance the safety of human life is daily and hourly dependent should have the first consideration."

The Baltimore & Ohio Railroad is no worse than other railways in this respect, for it is a generally accepted custom to economize in the telegraph department, and to regard that arm of the service more in the light of a convenience than a necessity, when, in fact, it is not only the most important function in railroading, but is the life essence of modern commerce.

The man who sits in a telegraph office, watching the instruments for twelve long hours every day in the year for the magnificent sum of a dollar a day, or thereabouts, must be sadly in need of money. It is a reproach on civilization that men can be found willing to do it. Those who have no experience in the business can have but a poor conception of the life of some of these signal tower men and telegraphers.

If a man was compelled to sit opposite a clock and note each movement of the pendulum as it swings to and fro for twelve hours, he would undergo a strain that would severely test his nervous system, but that would be no greater task than thousands of telegraphers are doing to-day.

Regardless of the cost to railroad companies, the hours of duty should be limited to eight in every telegraph office in the country, and the amount of business transacted, whether little or great, should not be considered.

The organizations are doing what they can to reduce hours of labor, thereby promoting their own comfort, and the safety of the public, but Congressional action would hasten the work, and prove very beneficial to the public and employes.

UNION PACIFIC HOSPITAL FUND.

THE final disposition of the Union Pacific Hospital Fund, as indicated in a circular letter sent out by the Receivers recently, shows a careful and conscientious disposition of a very complicated matter. If there is one thing more than another calculated to inspire respect for the law and its machinery, it is an unswerving fidelity to exact justice exhibited in its workings. This splendid essential is clearly shown in the following letter:

UNION PACIFIC RAILWAY COMPANY,
OFFICE OF THE RECEIVERS.
OMAHA, NEB., May 1, 1900.

DEAR SIR.—October 23, 1899, the Circuit Court of the United States for the District of Nebraska, in the case of Oliver Ames, Second, and others, vs. The Union Pacific Railway Company and others, made an order directing the distribution of the Hospital Fund, so-called, disallowing claims filed subsequent to May 1, 1898, the time fixed by the Court before which claims should be filed with Special Master, and certain others, namely, those of employes of the Union Pacific Coal Co., the St. Joseph & Grand Island Railroad Co., the Kansas City & Omaha Railroad Co., and the Fort Worth & Denver City Railroad Co., the sums contributed by them having been returned, under orders of Court, to the Hospital departments still in operation upon these lines of road.

From January 1, 1885, to March 31, 1893, there was a constantly recurring deficit in the operations of the Hospital Department, at one time more than \$67,000, and the

Court also disallowed all claims based upon contributions made during this period. The claims allowed, were, upon the recommendation of the Special Master and by order of Court, divided into the following three classes, and distribution is now being made by the Receivers under authority of this order.

CLASS A. The Denver Hospital, built from contributions of employes between February 1, 1882, and December 31, 1884, was ordered sold, and the proceeds, after deducting the expenses properly chargeable, distributed among claimants contributing between those dates.

Aggregate of claims, \$21,777.75.

Net to be distributed, \$10,888.87.

CLASS B. The Ogden Hospital constructed between June 1, 1890, and May 31, 1892, from contributions of employes, was ordered sold, and the proceeds, after deducting expenses properly chargeable, divided pro rata among claimants contributing between said dates.

Aggregate of claims, \$69,184.80.

Net to be distributed, \$2,767.39.

CLASS C. From and after April 1, 1893, contributions of employes were sufficient to meet the running expenses of the Hospital Department, and the general cash balance thereafter accumulated was, by order of Court, to be distributed among those contributing from and after that date up to and including January 31, 1898, the date of the discontinuance of contributions to the Hospital Fund.

Aggregate of claims, \$168,786.80.

Net to be distributed, \$50,636.04.

Employes of the following companies or lines contributed only between the dates given:

Union Pacific, Denver & Gulf, from April 1, 1890, to December 18, 1893.

Oregon Railway & Navigation, from January 1, 1890, to July 3, 1894.

Denver, Leadville & Gunnison, from February 1, to August 7, 1894.

Kansas Central Railroad, from February 1, 1884, to October 1, 1897.

Oregon Short Line & Utah Northern, to March 15, 1897.

Prior to February 1, 1884, only employes of the Denver, Leadville & Gunnison, Colo-

rado & Julesburg Divisions of the Union Pacific, and the Smoky Hill, and Denver & Cheyenne Divisions of the Kansas Pacific contributed to the Hospital Fund. Employes on other divisions of the Union Pacific System did not contribute until after that date.

Employes of the Boise City Railway & Terminal Co., the Callaway Improvement Co., the Wood River Improvement Co., the Union Land Co., the Rattlesnake Creek Water Co., the Green River Waterworks Co., the Bozeman Coal Co., the Central Branch Union Pacific; also employes of The Union Pacific Railway Company at the general offices other than those in Omaha, did not at any time contribute to the fund.

The Special Master, the Receivers or their Counsel, have made no charge for services rendered in connection with the distribution of the Hospital Fund; the only expenses charged against it being those for clerk hire, postage, printing and stationery. The payments now made to claimants to the number of 12,267, exhaust the fund. Each claim has been checked against the pay-rolls of the company, and allowed on the basis hereinbefore indicated for the time which the pay-rolls disclose the claimant to have been employed.

The voucher enclosed, when properly receipted, the receipt dated and witnessed, becomes a sight draft on F. D. Brown, the Local Treasurer of the Receivers at Omaha, Neb., and may be collected through any bank. The amount of this voucher represents the total dividends coming to you from the distribution of the fund under any or all of the three classes above named.

OLIVER W. MINK,

THOMAS P. WILSON,

Receivers of The Union Pacific
Hospital Fund.

There is another lesson contained in this incident, and that is, that such a consummation would never have been brought about had it not been for the efforts made by this organization. If it had not been for the Order of Railroad Telegraphers, this property would have been reckoned among the assets of the old Union Pacific Railroad, and would have been disposed of at forced

sale in the interests of stockholders who would, perhaps, never know that it did not rightfully belong to them. As it is, an important principle has been again established that railroad employes should not lose sight of.

The Hospital Department on most roads is regarded by the employes much in the light of ordinary company property, when a little reflection on the subject would serve to convince them that such is not the case, for the reason that they have paid for it all out of deductions made from their wages.

The employes on many different roads are beginning to feel that if they have not the right by ownership, they at least ought to be allowed a voice in the management of their Hospital Department. A study of the Union Pacific case, as outlined in the above circular letter, will do much toward strengthening that idea.

THE COLORADO ROAD.

THE way of the labor baiter is hard. The Colorado & Southern Railway has been having a little experience with dynamite, and, as usual, the trouble is attributed by the railroad officials to the strikers, although the chances are, that other enemies were the cause of the disturbance, for the Colorado Road is unpopular with many beside those in its employ. The *People's Champion*, of Gunnison, Col., of June 21st, gives the following account of the occurrence:

"On Thursday morning, at 2.45, the iron bridge over the Gunnison upon which the Colorado Southern runs its trains to Baldwin, was blown up with giant powder. The report awoke nearly everyone here, as the scene of the explosion is only about two miles north of the city. All the forenoon the road was lined with people going to the scene, many of whom were armed with kodaks, to get photos of the wreck. Inspection of the damaged bridge indicates that the work was done by people who were not well posted in the use of high explosives. Apparently the powder was stacked around the central pier. A large quantity was doubtless used; estimates as to the amount range from 150 to 250

pounds. The explosion tore the central pier all to pieces and blew that part of the bridge just above it to atoms. Pieces of the steel were hurled through steel girders like bullets through cheese."

The incident means ten days delay to traffic, large expenditures of cash, rewards offered for the perpetrators of the outrage, etc., etc. How much better it would be to act fairly with all, and gain good-will. If the Colorado Road will desert its labor baiting tactics, they will find that there's money in it.

CAPITAL VS. LABOR IN ST. LOUIS.

THE contest between the St. Louis Transit Company and its employes and the people has been a remarkable one in many ways. From May 8th to July 2d, a period of 56 days, the people of a city with 700,000 population voluntarily walked or rode in all kinds of inconvenient conveyances to show their sympathy with the cause of the oppressed, and their detestation of monopolistic greed. Some of the methods employed to defeat the Transit Company were unique, and indicate a resourcefulness that was in the nature of a surprise to the officials of the company who has been controlling and manipulating affairs until they had become arrogant. One of the phases is herewith illustrated by a few documents that are self explanatory:

"CAMPAIGN FOR VICTORY IN ST. LOUIS TRANSIT STRIKE.

Resolutions Adopted by the Central Trades and Labor Union of St. Louis and Vicinity, on Sunday, June 10, 1900.

"WHEREAS, A desperate struggle is now in progress between the St. Louis Transit Company and its employes, who are on strike, said struggle having been caused by the attempt of said company to break up the street railway men's Union whose demands are conceded to be just and fair by the vast majority of the people of St. Louis; and,

"WHEREAS, The people of this city do not consider it either prudent or just to ride on cars manned by inexperienced, pauper and criminal labor imported into the State of Missouri by said Transit Company, thereby causing a condition of affairs which

has paralyzed local transportation, brought business to a standstill, causing suffering and distress to 700,000 people, embarrassing thousands of merchants and business men, thus causing financial insecurity and rumors of a possible panic, all of which state of affairs is due to the unreasonable attitude assumed by the St. Louis Transit Company, which refuses to arbitrate, notwithstanding that the men have announced their willingness repeatedly to do so; and,

"WHEREAS, The St. Louis Transit Company has succeeded in influencing the State and city authorities to increase and use the police force of the city on its cars, swear in 2,500 deputy sheriffs and unnecessarily proposes to use 3,000 State militia, has applied for and obtained unnecessary and unjust Federal injunctions, misusing all the powers of monopoly and the city, State and National governments, to coerce, restrict the liberty and destroy the constitutional rights of its employes, in order to compel them to renounce the inalienable right of organization and submit to conditions of degradation and slavery; therefore, be it

"Resolved, By the Central Trades and Labor Union of St. Louis and vicinity:

"1st. That in our opinion this is a battle which involves the existence of organized labor in the United States, this struggle having reached world prominence, and is leading to a crisis between the great mass of the people and monopoly.

"2d. That we applaud the heroic action of the street railway men of St. Louis in remaining united in their determination to resist the tyrannical and dictatorial policy of the St. Louis Transit Company, and we urge them to maintain their stand until the fight is won.

"3d. That a committee of fifty members of this body shall now be elected, who shall organize immediately after election and proceed to raise a fund of at least \$100,000 (one hundred thousand dollars), to carry on this strike until won; said fund to be raised by an appeal to organized labor throughout the world, by personal appeals to all organized bodies of the common people in St. Louis, including societies and associations of every kind in sympathy with us, and to raise funds in any other way

they may deem proper. In order to accomplish its purpose, this committee shall organize into sub-committees, to conduct a personal and systematic canvass. It shall issue an appeal to the people of St. Louis to boycott the cars of the St. Louis Transit Company. It shall publish the appeal for funds in all the labor and reform papers of every civilized country on the face of the globe.

"4th. That we appeal to organizations, societies and associations of every kind in St. Louis, in sympathy with us, to make the street railway strike a special order of business at all their meetings, and to appoint committees to raise funds, and continue to maintain an ironclad boycott until victory is won."

A Special Street Railway Strike Committee was appointed and organized, as follows:

HENRY BLACKMORE, Chairman.

LEON GREENBAUM, Secretary.

J. J. ISAACS, Treasurer.

A. W. MORRISON.

AUGUST PRIESTERBACH.

J. G. HOPPENJOHN.

E. VAL PUTNAM.

And they issued the following:

APPEAL TO ALL ORGANIZED LABOR AND SYMPATHIZERS.

"On the 8th day of May, 1900, there began a desperate struggle in this city, which is still in progress, between the St. Louis Transit Company, and 3,500 men, comprising its employes, all of whom went on strike; said strike having been caused by the attempt of said company to break up the street railway men's union.

"Scorning the repeated offers of arbitration made by the men, the company deliberately influenced the State and City authorities to increase and use the police force of the city on its cars, swear in 2,500 deputy sheriffs, and unnecessarily proposes to use 3,000 State militia, and has applied for and obtained unnecessary and unjust federal injunctions, misusing all the powers of monopoly and the city, state and national government, to coerce, restrict the liberty and destroy the constitutional rights of its employes, in order to

compel them to renounce the inalienable right of organization and submit to conditions of degradation and slavery." The struggle in which we are engaged has been marked by sanguinary outrages, without a parallel in the history of the labor movement. The heroic action of the street railway men in remaining united in their determination to resist the tyrannical and dictatorial policy of the company, drove the latter in sheer desperation to a policy of lawless provocativeness, running darkened cars at night from which armed thugs shot into the halls in which our men were peaceably assembled; shooting, sabering and riding down innocent people on the streets; finally culminating in a massacre (by drunken members of the afore-mentioned sheriff's posse), of members of the street railway men's union, as they were marching in return from a picnic, peaceably and unarmed upon the principal thoroughfare of the city. This conflict, occurring in one of the largest cities of the world, has paralyzed local transportation, caused suffering and distress to several thousand people and is leading to a crisis between the great mass of the people and monopoly that has now assumed world-wide prominence and importance, and calls for a prompt, dignified and impressive display of the solidarity of labor throughout the country. On Sunday, June 10th, 1900, the Central Trades and Labor Union of St. Louis and vicinity elected the above-named committee, authorizing it to raise a fund of at least \$100,000 (one hundred thousand dollars), to carry on this strike until won, said fund to be raised by an appeal to organized labor throughout the country. A copy of said resolutions are herewith enclosed. In pursuance with the letter and spirit of said resolutions, the "Special Street Railway Strike Committee of the Trades Unions of St. Louis" hereby appeals to all International, National, Central and Local organizations of labor throughout the country to manifest the sense of their membership by appropriate resolution, and to contribute such amounts as their generous spirit may dictate to the strikers' funds, to enable them to become financially self-sustaining through the operation by them of vehicles

to be used to remedy the present deplorable conditions of transportation in this city, and to enable this committee to carry on this strike until brought to a victorious conclusion.

"This Committee has full confidence that its appeal to organized labor and every liberty-loving citizen will not be in vain, and that an exhibition of the solidarity of labor may now be given which will shake monopoly everywhere to its foundations.

HENRY BLACKMORE, Chairman.

LEON GREENBAUM, Secretary."

"St. Louis, Mo., June 13th, 1900.

St. Louis, Mo., June 16, 1900.

"To whom it may concern—

"I have investigated the strike and the causes leading up to its inauguration and have also made every effort with the management of the company for an honorable adjustment and without avail. Therefore, I have no hesitation in urging all to liberally respond to the above appeal for moral and financial aid.

SAMUEL GOMPERS,

President, American Federation of Labor.

The response to that appeal was as prompt as it was liberal and the special committee soon had more business than it could conveniently handle. The committee found many obstacles in its way, but none proved insurmountable for its indomitable energy and resourcefulness. It was found that the Transit Company have an exclusive franchise which does not allow competition from another corporation within three blocks of their lines. This is an extraordinary condition of affairs and shows how thoroughly and secretly the work of monopolization was done. The committee overcame the difficulty by arranging for their vehicles to be owned by individuals, and as the strikers were not able to pay cash for them they gave the committee notes secured by a chattel mortgage, reading as follows:

CHATTEL MORTGAGE WITH POWER OF SALE.

KNOW ALL MEN BY THESE PRESENTS, That the undersigned.....of the City of St.

Louis and State of Missouri, in consideration of the sum of.....dollars, paid tothis day, by Trustees for the Special Street Railway Strike Committee of the Trades Unions of St. Louis, of said City and State, has sold, assigned, transferred and set over, and by these presents do hereby sell, assign, transfer and set over unto the said named Trustees or their successors and assigns, the personal property hereinafter described and contained at No.in said City of St. Louis, to-wit:

.....
Upon the following conditions, however, that if.....shall pay to said named Trustees or their successors and assigns, the sum of money specified in a certain promissory note of even date (which is duly stamped) executed by.....according to its tenor and effect, then this conveyance shall be void, otherwise to remain in full force and effect.

As a further condition of this loan..... hereby promise that until the above mentioned note is paid in full, that.....will use the property mentioned in this instrument for the exclusive purpose of carrying passengers on the streets of the City of St. Louis, Missouri, the said streets to be assigned by the said Trustees or their successors, subject to the conditions and regulations that the said Trustees or their successors may establish from time to time. A copy of the existing conditions and regulations is hereto attached.also agree to faithfully care for and maintain in good order and condition the above specified property, and.....further agree to continue.....membership in good standing with the Amalgamated Association of the Street Railway Employees of America.

The property hereby sold and conveyed to remain in mortgagor's possession until default be made in the payment of said debt and interest or any part thereof or violation by.....of any of the conditions herein; and in case of sale or disposal, or any attempt to sell or dispose of said property, or a removal of, or an attempt to remove the same by.....or by any one else, from the premises, or in the event of a default in the payment of said debt or any part thereof, the said named Trustees or

their successors, or their legal representatives, may take the said property into their possession, and shall not be liable to mortgagor.....or to.....representatives, for any trespass committed to the taking of said property.

Upon taking possession of said property, as herein provided, the said Trustees or their successors, or legal representatives, may proceed to sell the same at private or public sale at the election of said Trustees, to the highest bidder, for cash only, at any place in the City of St. Louis selected by said Trustees or their successors, first having given five (5) days notice (by depositing in the postoffice at the City of St. Louis, in post-paid sealed envelope, addressed to the executor.. of the mortgage) of the time, terms and place of sale. And after satisfying the cost and expenses incurred by them, including an attorney's fee and paying the debt out of the proceeds of such sale, he shall pay over the surplus, if any, to.....or.....legal representatives.

In witness whereof.....ha.....hereunto set.....hand and seal, this.....day of.....A. D. 190..

Signed, sealed and delivered in the presence of

This is, perhaps, the first mortgage in existence that stipulates as one of its conditions that the mortgagee must be in good standing in a labor union. It is an addition to labor union literature. Here is the note secured by the above mortgage:

\$. St. Louis, Mo.1900.

For value received.....the undersigned, promise to pay to the order of..... Trustees of the Special Street Railway Strike Committee of the Trades Unions of St. Louis, the sum of.....dollars, in installments, as follows:dollars onof each week, beginning with..... 1900, until the above stated sum is paid in full.

This note is negotiable and payable without defalcation or discount, and payable at the office of the above named Trustees.

Upon failure to pay any of said installments, the whole amount of said note or remainder thereof shall become and be at

once due, payable and enforceable at the election of the holder. Any extension of time that may be given by the holder to the maker shall not constitute a waiver of the foregoing conditions.

No.

.....

The following general order shows how the business was supervised and controlled:

"GENERAL ORDER, No. 1.

**SPECIAL STREET RAILWAY STRIKE COMMITTEE
OF THE TRADES UNIONS OF ST. LOUIS.**

**"OFFICE OF THE EXECUTIVE BOARD,
Rooms 920-921 Fullerton Building.**

"St. Louis, Mo., June 21, 1900.

***"Notice to the Members of Division No.
131 of the Amalgamated Association
Street Railway Employees of America—***

"1. All wagons or busses operated by members of the Amalgamated Association of Street Railway Employees, Division No. 131, shall be permitted to become a part of the Trades Union Line, upon condition that they abide by the rules established by the committee.

"2. Every such wagon or conveyance operating under this system shall pay to the committee five per cent (5 per cent) of its daily receipts for the purpose of employing starters, superintendents, supplying signs for wagons, and for defraying incidental expenses.

"3. The fare for each passenger per trip (between points to be established by this committee) shall not exceed five (5) cents for adults and three (3) cents for children under twelve years of age. For infants in arms no fare shall be charged.

"4. The committee shall employ such starters and other officers as it may deem necessary for each division.

"5. Every wagon or conveyance operated under this committee's direction shall carry a sign, which shall be numbered and furnished by the committee, and the superintendent of each division shall keep a correct record of such wagon or conveyance.

"6. The superintendent of each division

shall see that proper care be taken of the wagons and conveyances under him, and above all he must see that humane treatment is given to the horses or animals used on the conveyances.

"7. The men in charge are requested to be kind and considerate to passengers and show them every courtesy possible, and to follow all reasonable suggestions and requests of officers or representatives of the committee.

"LEON GREENBAUM,

"Approved:

"Secretary.

"HENRY BLACKMORE,

"Chairman."

On July 2d the strike was called off and the following agreement signed:

"1. The provisions of the agreement of March 10, 1900, as to rates of pay and hours of service will be continued in force by the company.

"2. Every employe of the company to be free to join or not to join any organization, and no discrimination to be made for or against him because of the manner in which he exercises his freedom.

"3. Any attempt on the part of any employe to induce any other employe by intimidation or threats to join or not to join any union shall be cause for the immediate discharge of person guilty of such attempt.

"4. Any attempt to influence any employe by any official of the company to join or not to join any union shall be cause for discharge of such official.

"5. The company will meet any employe or committee of employes, whether representing themselves, other employes or an association of employes, regarding any matter of mutual interest.

"6. For the purpose of filling vacancies which may now exist or hereafter arise, the committee of former employes of which T. B. Edwards is chairman, shall prepare a list of men who were in the company's service on May 7, last, and as the company now or hereafter needs additional men, it will select them exclusively from this list until it is exhausted, not interfering, however, with men now in the service. No person shall be eligible to this list who has

been guilty of any acts of lawlessness or violence.

July 2, 1900 (Signed)

ST. LOUIS TRANSIT CO.,

By EDWARDS WHITAKER,
President.

(Signed)

T. B. EDWARDS,
Chairman of Committee."

On July 9th, the men again struck, on account of the officials of the Transit Company having broken faith with the men in that they hired new men contrary to the provisions of Article 6.

erty, two trains on the Southern Railway plunged head on into each other at 8 o'clock this morning just beyond the Belt Junction, five miles out of Atlanta. The trains were the north-bound, which leaves Atlanta at 7:50 for Richmond, and the Belle accommodation from Tallulah. Two men were killed and about forty persons injured.

"Heroism and confessed neglect are strikingly brought together side by side in this disaster. The heroism was that of Reuben R. Mayfield, engineer of the Belle train, who died deliberately in a last des-



RESULTS OF A COLLISION ON THE SOUTHERN RAILWAY.

TROUBLES ON THE SOUTHERN RAILWAY.

ON the morning of June 14th, a terrible collision occurred on the Southern Railway at a point near Atlanta, Ga. The trouble was caused by a mistake made in the telegraph department. In reporting the accident the *Atlanta Journal* says:

"With a tearing, rending crash, carrying with it death and disaster to life and prop-

erate effort to save his train, and the confessed neglect was that of a telegraph operator, D. G. Owens, who is employed at the Belt Junction.

"No warning, not even the shriek of a whistle, came to tell the passengers on either train of the impending crash. When the fearful impact came there was one long, rending roar, then for a second dead silence and then went up the groans of the injured, the shrieks of women and chil-

dren, the fearful outburst of agony, dread and apprehension. As a lightning stroke sears instantly, so did the crash leave its mark on every face—a mark of awful expectancy.

"Of the one hundred and seventy-five persons on the Belle and the two hundred on the north-bound, hardly one remained seated. The collision was so terrific on the Belle that they were lifted bodily and thrown forward, not a dozen or a score, but half a hundred in a car, and piled to-

mediately after the accident Operator Owens, who is a man between fifty and sixty years old, was relieved, and the night operator at the Junction took charge of the office. Owens has only one arm. He was employed by the road during the recent strike of the telegraphers of the Southern, and had been working for the road but a short time."

The train order that did the mischief reads: To C. & E. No. 17 Chamblee; to C. & E. Second No. 72 and No. 12 Belt



WRECK CAUSED BY FAILURE TO DELIVER A TRAIN ORDER ON THE SOUTHERN RAILWAY.

gether in the forward end. There for a second they struggled and fought until cooler heads began the work of disentangling them."

The accident was due to the fact that an order was out at Belt Junction and if it had been delivered to the north-bound train would have caused them to wait there for the south-bound train, but they did not receive the order or know of its existence and pulled out, as they had a right to do.

The *Atlanta Constitution* of June 15th, says in its report of the accident: "Im-

Junction. No. 17 engine No. 1036 will meet Second No. 72 engine No. 275 at Goodwin and No. 12 at Belt Junction.

Signed. W. A. VAUGHN,
Superintendent.

Operator Owens was interviewed soon after the accident by a newspaper man, and asked why he did not deliver the order to No. 12. The man was in a pitiable condition. His mouth twitched and he wetted his lips continually with his tongue. His throat was dry and he had difficulty in speaking. He said: "I did not give a

copy of the order to the conductor and engineer of No. 12, because as the order came to me it was not addressed to them, but only to 'Second No. 72.' I made a copy 3 order of it and sent No. 72 on to Goodwin.

"When the order came to me I repeated it back to the dispatcher as I received it, with the part of the address referring to No. 12 left out. I was not told that it was wrong. Clearly the train dispatcher was at fault there. He should have told me that the order applied to No. 12 as well as No. 72. The copy of the order at Belt Junc-

is a subject worth reflection. It carries with it several lessons, which, if rightly learned, may save some lives hereafter. If neglected to be learned, the public may expect to go on sacrificing themselves and loved ones upon the altar of an insatiable greed that cares naught for the lives of human beings, except as it may be cheaper not to kill.

"The immediate and direct cause of the accident—we were about to say, murder—was the fact that the Southern Railway is not willing to pay a reasonable wage for capable and intelligent service. There is



A WRECK ON THE SOUTHERN RAILWAY, CHARGEABLE TO A CHEAP AND INCOMPETENT TELEGRAPH DEPARTMENT.

tion will show that as I received the order and repeated it to the dispatcher it was not addressed to No. 12."

Of course, the train dispatcher has a different story to tell and avers that the order was a copy 5 and was "O. K.'d" for both trains instead of only one.

The *New Era*, of Decatur, Ga., commenting on the accident, has this to say:

"Last week's accident on the Southern Railway near Atlanta, in which two men were killed and a large number wounded,

no more responsible or dangerous duty in this world than that which devolves upon a train dispatcher and the telegraph agents along the line. If the traveling public knew how absolutely their lives depend upon the skill and fidelity of these men, there are many who would hesitate to ride on a train.

"In the present instance, the Southern Road refused to pay living wages to skilled telegraphers, and preferred, for the sake of a petty saving, to employ incompetent and

broken down operators, utterly unfit for their task. It was deliberately done. It was meanly done. It was done with the accompaniment of much petty spite, and it was done in the face of resources ample for the employment of the very best labor. It was done in utter disregard of the rights and safety of the traveling public.

"There is a great lesson back of it which some day the public will learn, and that lesson is this: that so long as it is left to private capital to exploit the great resources of the land, and build up immense and dangerous fortunes out of the people's heritage, just so long will the lives, the comforts, and the rights of mankind be sacrificed upon the altar of private greed.

"If the government owned and operated the railroads, the principle of action would be to give the best and safest service with least expense to the individual, just as is done now in the post office department. When private capital, on the other hand, owns and operates the railroads, the principle of action is to charge the highest tolls that can be exacted, and give in return therefor the least and worst service, just as is now done by the Southern Express Company and the Southern Railway."

On June 24th, another accident occurred at McDonough, Ga., whereby thirty-five lives were lost under such circumstances as to send a thrill of horror throughout the country.

The Southern Railway will find it profitable to get rid of the old fogies who are now running it and get men with up-to-date ideas, who know that saving pennies is not the only way to win success.

CAN WE BE CLASSED AS DOLLAR WORSHIPPERS?

EUROPEANS are wont to say of the American that he is a money worshipper, and that he is more eager for the power that money brings than for anything else in this world or the next. This idea obtains from contact with the class who go abroad to display their wealth and importance, and see the sights. They are, in most instances, persons who have made their pile out of some special privi-

lege that ought never to have been theirs, or if not that, out of the labor and sweat of less fortunate citizens. The foreigner notices from his peculiar habits that he is not accustomed to the usages of polite society, and comes to the conclusion that Dame Fortune is not at all particular in her selection of favorites. All this tends to cast a reflection on the better class of Americans who are not so liable to travel abroad, and would never, under any circumstances make such a humiliating spectacle of themselves as the newly rich and aggressive citizen who has not yet learned that money is not the open sesame to the aristocracy of intellect.

The prestige of the country suffered a severe set back by the actions of a few mercenaries at the big fire in New York recently. It was one of those sudden occurrences that develops the hero and demonstrates the coward. Men found themselves called upon to act in a new and unexpected sphere, and right action coupled with quick decision was at a premium. Acres upon acres of highly inflammable freight, loaded upon piers crowded with people, and steamships, loading their cargo and passengers, caught fire in what seemed but a moment of time.

According to newspaper reports, tugs deliberately abandoned large numbers of people to their fate, while they endeavored to get a line on to a valuable steamship, the salvage on which would mean a small fortune for the crew. That story will go around the world to the detriment of the United States and the discredit of the most favored family of the Anglo-Saxon race, whose courage and magnanimity have been the theme of song and story for many generations.

It is good to hear that such avarice and cruelty as is charged upon these fellows is to be investigated, and, if possible, the guilty parties are to be made amenable to the law. It is not uncommon to hear the remark, "That we are all after money," and, perhaps, these tug men are the leaders of the class that hold to that debasing idea. In any case, they have pursued it further than anyone else has dared to go, and are easily entitled to the record.

The man who makes his money out of the labor of little children or underpaid men and women, has much to answer for, and can hardly scrutinize his record with pride, but in comparison with the poltroon who would leave human beings struggling in deep water while he looked after the main chance, that man is a king.

At one time it was considered commendable to imitate the jailbird who first said, "Make money honestly if you can, but make it." People are inclined to look askance

to-day at the man who voices such an atrocious sentiment as that.

Notwithstanding the adverse criticisms of other nations, those who may be classed as dollar worshippers are but an exceedingly small per cent of the American people. Although the race for wealth is swift, it may truthfully be said that in this country more people admire beauty and art, practice benevolence, and cultivate nobility of character than in any other, because of the uplift given to all by a matchless school system.

Editorial Notes

If newspaper stories are true—scratch a New York tug captain, and you find a pirate.

What has become of that liquid air invention that was going to revolutionize the world of industry in thirty days? It ought not to allow itself to get sidetracked.

The actions of Southern Railway preferred stock resembles a mud hen, more liable to go down than up. It is down to \$50, a clear loss of \$12.50 per share since the trouble began.

The Southern Railway is reported to be still holding the pay checks of some of the telegraphers who had the temerity to resign in a body. That outfit needs a lesson, and they are in a fair way of learning one.

In the State of Missouri it is usually necessary to demonstrate a proposition. In other words, the resider has "to be showed." Those half tones of smash-ups on the Southern Railway, on another page, follow up the idea.

Who says that the strike was lost? An item in the *Atlanta Journal*, of June 22d, says: "The Southern Railway has for the

past week or more been increasing the pay of some of its telegraphers on this division. Superintendent Jones says the company is simply evening up things, and restoring ten per cent to those operators who under the receivership were cut down ten per cent, and had never been restored." We are glad to note that some one is going to be benefited by the sacrifices made by our membership. Without the strike, and the boycott that is playing havoc with their revenues, do you suppose that the officials would ever have given their telegraphers a second thought?

Old-time members of the Order will readily recall the name of Thomas Byron MacMahon, who was Chief of Buffalo, N. Y. Division for many years, and regularly elected a delegate to the Annual Conventions. They will be pleased to hear that he has recently graduated from the Detroit College of Law, and is now the proud possessor of a "Sheepskin." He was President of his class, and made an impressive salutatory, replete with patriotism of the right sort, and delivered with his old time eloquence.

The telegraphers wish him abundant success in life, knowing that his natural gifts and attainments will always be on the side of justice, truth and the people.

The relations between telegraphers and the "Knights of the Grip" are generally of the most cordial kind. Notwithstanding the numerous and unwieldy sample trunks that have always to be checked and loaded at the last minute, they are best of friends, perhaps out of pure sympathy, for neither one nor the other find their lines cast in pleasant places.

A book has been done into print by the David Williams Company of New York, entitled, "The Knights of the Grip." The author says, in his preface, "This book is not intended to instruct. There is not a word of advice in it." It is not humorous, but it treats of a rattling lot of good fellows, and contains the honestly recorded impressions of a dozen years of intimate association with them. Every incident is from life, and it makes interesting reading. It is sold for sixty cents, bound elegantly in cloth.

The National Association of Railway Agents will hold their fourth annual convention at Detroit, Mich., commencing July 24th. There will be a general good time,

and many side excursions. The topics arranged for discussion are as follows:

What methods can this association adopt to further its interests and increase its membership.

The relation between local and commercial agents from a social and traffic standpoint.

Duties of an agent to the public.

Is it proper to advance charges other than due connecting lines?

When is a package not in proper shipping condition?

What is the best method of keeping proper check upon station accounts in local freight offices?

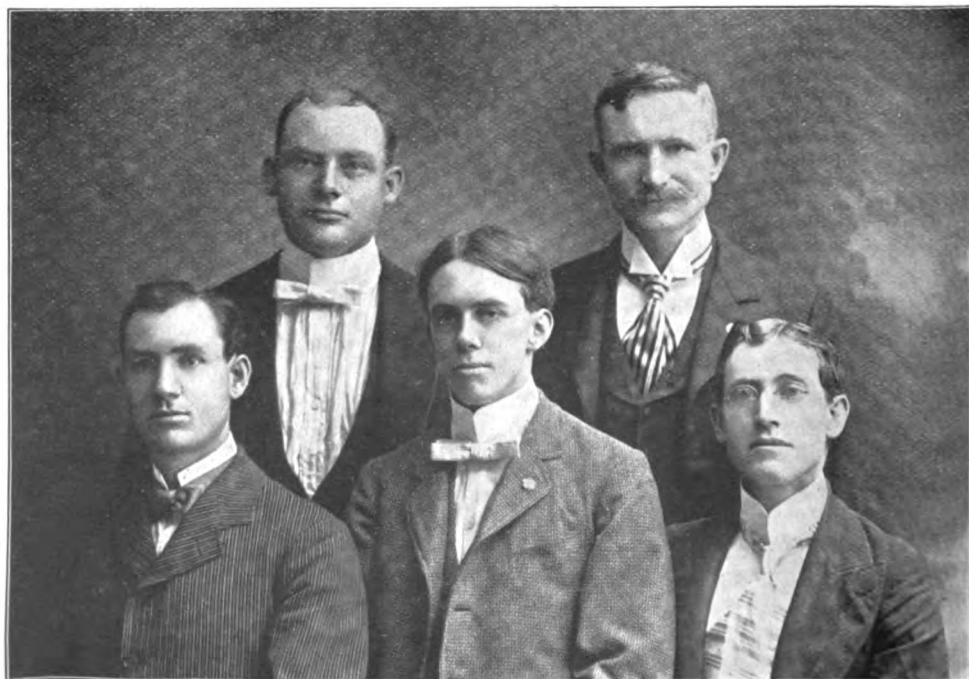
What is the most approved form of application blank to be used in employing clerks and manual labor at freight stations?

The use and misuse of abbreviations in billing.

Seniority in making promotions.

What is gained by moving freight on card billing and sending regular way-bills to destination, or terminal station by mail?

We could answer the question in the first topic satisfactorily, but will refrain from doing so before the agents tackle it.



A. G. Wyatt. W. Southworth. E. T. Nichel. A. F. White.
H. S. Weston.

THE MUTUAL BENEFIT DEPARTMENT

ASSessment No. 19 IS DUE ON
AUG. 1, 1900. TIME FOR PAY-
MENT EXPIRES SEPT. 30, 1900.

CLAIM No. 32.—Amount, \$500; was paid July 5th to Mrs. Ida G. Fultz, the widow of Brother R. F. Fultz, of M., K. & T. System, Division No. 22, who was killed at Loreno, Tex., Nov. 11, 1899.

CLAIM No. 36.—Amount, \$500; was paid July 2d, \$250 to Catherine Woodruff, mother, and \$250 to Glen A. Keep, son of Brother Clyde S. Keep, of Flint & Pere Marquette Railway System, Division No. 39, who died from the results of apoplexy, December 23, 1899.

CLAIM No. 41.—Amount, \$500; was paid June 26th, to Mr. William J. Andrews, brother of Brother S. P. Andrews, of Portland, Ore., Division No. 50, who died from the effects of typhoid fever, March 25, 1900.

CLAIM No. 46.—Amount, \$1,000; was paid July 2d, to Mrs. Gertrude S. Jordan, widow of Brother Frank C. Jordan, of Erie Railway System, Division No. 42, who died from phthisis pulmonalis, on March 13, 1900.

CLAIM No. 47.—Amount, \$300; was paid June 26th, to Mrs. Sarah F. Smith, widow of Brother William Smith, of New York Division No. 44, who died from the effects of erysipelas, on April 29, 1900.

THE DEPARTMENT GROWING.

The steady growth of the Mutual Benefit Department indicates that the membership need insurance, and that the methods pursued in carrying on the business are receiving general indorsement.

As before stated, the money subscribed for assessments is disbursed only in payment of approved death claims.

The application and transfer fees have proven sufficient to pay the expense of running the Department, and the indications are that they will continue to be sufficient for some time to come.

About eight thousand members have taken out certificates in the Department, a great many of them having voluntarily taken out a certificate who were old time members of the Order, others were new members upon whom it was incumbent that an application should be filled out before they could be initiated.

The indications are that every member of the Order who is eligible to the Department will carry a certificate at no distant day.

Cleanings

The great street car strike of St. Louis is not yet settled.

* * *

It is hard to convince a man who is profiting at the expense of his fellows that anything is wrong with the system or party which favors him.

* * *

When we go about our work earnestly and perseveringly, it often happens that, although we have to tack about again and again, we get ahead of those who are helped by wind and tide.—*Goethe*.

* * *

The Uganda railway telegraph line, connecting the Indian Ocean to Lake Victoria Nyanza, has been completed, to Ripon Falls, the point where the White Nile leaves the lake. Communication is thus established between London and the sources of the Nile.

* * *

The voice of Time cries out to man, Advance! Time is for his advancement, for his greater happiness, for his better life, for his progress onward to the goal within his knowledge and his view. Millions have suffered, lived and died to point the way before him. Who seeks to stop him or to stay him in his course arrests a mighty engine, which will strike the meddler dead, and be the fiercer and the wilder ever for its momentary check.—*Charles Dickens*.

* * *

It is announced that the British Post Office Department has completed the laying of an underground telegraph cable between London and Birmingham. The cable is about 120 miles long, and was laid at an expense of about \$750,000. It consists of 76 copper wires, each with a separate wrapping of brown paper, instead of guttapercha. The wires fit into a lead casing $2\frac{1}{2}$ inches in diameter, and this in turn is drawn into three-inch iron piping laid about $2\frac{1}{2}$ feet below the surface of the ground.

"So there is no escape from the Iron Law of Brotherhood. All solutions but this have had their trial, but all have failed. Never was their failure more awfully conspicuous than it is to-day, when nine-tenths of mankind still live as brutes in regard to all that makes life worth living, while the other tenth rots in character with the infirmities of plethora and excess. Ring out the old, ring in the new, the great moral Renaissance, the new learning of the mind and the heart, the new types of man and woman developed by liberty working within the domain of love and law,"—*Richard Whiting*.

* * *

The telegraph system in the Chefoo consular district in China has improved somewhat over its condition last year. At the earnest request of American residents inland, the legation asked the authorities to extend the lines to the prefectural cities of Taian and Ichow, and telegraph men are now beginning the work. The charges for telegrams are curiously arranged, the rates for Chinese words being one-half of those for English; yet the Chinese is translated into English numerals, and thus sent, a charge of one cent a word being demanded for putting the numerals back into Chinese at the receiving office.

* * *

General A. W. Greely, chief of the Signal Corps, has received a cablegram from Colonel Allen at Manila, saying that the Signal Corps has succeeded in laying the cable line connecting the islands of Zebu and Leyte in the southern part of the archipelago. Leyte is an island immediately south of Samar and north of Mindanao. Zebu is to the west of Leyte. Both islands are large producers of hemp. The Signal Corps has also completed the construction of a telegraph line northward from Manila to Aparri, on the extreme northern coast

of Luzon. During Spanish occupancy of the Philippines this land line existed, but was destroyed by the insurgents.

* * *

An ingenious method has been suggested by the German geologist, Heinrich Schmidt, of Jena, for making it easier for the ordinary mind to grasp the comparative times of geologic periods. He has figured out the various periods of millions of years, which convey no meaning to most minds, into parts corresponding to parts of a day. This gives him these results:

The first age of the world, the archaic or eozoic, occupied the same period toward the whole age of the world as do 12 hours 28 minutes and 48 seconds toward a day. The palaeozoic age was the equivalent of 8 hours 9 minutes and 30 seconds. The mesozoic age equaled 2 hours 38 minutes and 36 seconds. The quaternary equaled 2 to 3 minutes, and finally what we are accustomed to call the history of the world (the history of the last 6,000 years) amounts to only 5 seconds.

* * *

The nineteenth annual convention of the Railroad Telegraph Superintendents was in session in Detroit, Mich. June 20th, 21st, and 22d, and it was a notable gathering. The Superintendents are beginning to recognize that association is the law of progress, and after awhile they will cease to blame telegraphers for taking advantage of its beneficent influences. The indications are that the Association of Railroad Telegraph Superintendents is only in its infancy, and that in the course of time, every railroad in the country will be represented within its ranks. Vice-President W. F. Williams, Superintendent of Telegraph of the Sea Board Air Line, was elected to the presidency, to succeed L. B. Foley. C. F. Annett, of the Illinois Central, Chicago, was elected Vice-President, and P. W. Drew, of the Wisconsin Central Railroad, Milwaukee, was continued in the position of Secretary and Treasurer. The next convention will be held at Boston, Mass.

News has been received from Alaska by Mr. E. J. Nally, of Chicago, Assistant General Superintendent of the Postal Telegraph Cable Company, telling of the success which the new telegraph line between Ogilvie and Dawson has met. Despite the fact that since the extreme cold began the wires have been down more of the time than they have been open, the system has worked a great change in conditions in the interior regions, and the prediction is freely made that next season extensions will be made which will bring the gold camps on the upper Yukon in direct connection with the rest of the world. The line from Ogilvie to Dawson was built last fall, and the first two months of its operation is showed receipts of \$13,000. The cost of the line was \$250,000. An appropriation of \$350,000 has been made by the Canadian government for a connection with Quesnelle, and extensions by American capital to Forty Mile and Circle City are planned.

* * *

In this era of liberal pensions and schemes for the creation of "retirement funds" for the benefit of old and worn-out Government employes, it is strange that none of our broad-minded statesmen has thought of introducing a measure granting old-age pensions to old and broken-down working men and women, who have toiled long hours for a bare subsistence, or until they are able to work no longer. Then, too, there is the man who has spent the best years of his life at some useful trade or calling, adding greatly to the wealth of his corporate or individual employer, and also contributing his share toward the increase of his country's accumulations, but only to find himself in the evening of his days displaced from the means of earning a bare living by the introduction of a machine to do his work. Is not such a man entitled to some consideration? Why not return to him as a pension a little of the wealth his labor created, only a moiety of which was paid him in wages during his years of vigor and usefulness?

PERSONAL MENTION

BORN.—To Bro. and Mrs. C. C. Waterman, of Atkinson, Ind., June 6th, a fine O. R. T. girl.

BORN.—To Bro. and Mrs. C. E. Hilton, of Lodi, Cal.: a ten pound O. R. T. boy, June 21, 1900.

BORN.—To Bro. and Sister J. G. Garland, of Orient, Col., on June 7th, 1900, a ten and one-quarter pound O. R. T. boy.

BORN.—To Bro. and Mrs. E. T. Dudley, on the morning of June 3d, two fine O. R. T. boys. Bro. Dudley is Agent and Operator for the C. & O., at Craigsville, Va.

MARRIED.—Bro. S. A. Verner, of Martin, Ga., and Miss Laura Clinkscale, of Loundsville, S. C., were united in marriage at high-noon, May 6, 1900. The happy couple have the best wishes of the telegraph fraternity.

MARRIED.—At Columbus, Ohio, Wednesday, June 13th, Bro. C. H. Pinnell and Miss Blanche Hackworth were united in marriage at the home of the bride's sister, Mrs. Joseph Brown. The telegraph fraternity extend congratulation.

MARRIED.—Bro. Wilbur Van S. Barnette and Miss Kitty Claudine Jennings, of Mt. Pleasant, were united in marriage at the residence of the bride's uncle, Hon. Jas. S. Warden, on June 14th. The happy couple have the best wishes of the telegraph fraternity.

MARRIED.—Bro. Joseph Steffy, of East Junction, Mass., and Miss Annie De Costa, of Mystic, Conn., were united in marriage at the home of the bride's parents, on June 12th. Bro. Steffy is a member of Wilmington Division, No. 58. The telegraphers extend congratulations and best wishes to the happy couple.

MARRIED.—Bro. J. A. Applegate and Miss Allie May Fondren were united in matrimony at Weatherford, Tex., June 24th. Bro. Applegate is a member of Santa Fe System, No. 23, and Miss Fondren is one of Weatherford's fairest. May the life of both be filled with joy and contentment, is the wish of the membership of Division No. 23, and the telegraph fraternity.

MARRIED.—Bro. H. L. Dickey and Miss Lulu Frederick, both of Ripon, were united in marriage at the home of the bride's parents, June 3, 1900. Bro. Dickey is a well-known and staunch member of the Southern Pacific System, Division No. 53, and Miss Frederick is one of Ripon's most talented young ladies. The telegraph fraternity extend congratulations to the happy couple.

MARRIED.—At the home of the bride's parents at Chassell, Mich., on Wednesday evening, June 6th, Bro. J. Wesley McKee, of Chassell, Mich., and Miss Peterice Marguerite Pretty. Bro. McKee is agent for the D. S. S. & A. Railway, and is a member of Duluth, Minn., Division. He is well known along the line of the Canadian Pacific Railway. The telegraph fraternity extend congratulations to the happy couple.

MARRIED.—Bro. Geo. E. Chance, of Monmouth, Ill., and Miss Emma Luedtke, of Ft. Ritner, Ind., were united in marriage at the home of the bride's parents, on June 24th. Bro. Chance is a member of the Grand Division, and night owl for the Illinois Central Railway, at Mounds. Miss Luedtke was one of Ft. Ritner's most charming and talented young ladies. The happy couple have the best wishes of the telegraph fraternity.

WANTED.—Present address of Mr. Crede Fudge, formerly of Coatesville, Pa. If you see this, Crede, write me soon.

H. H. GRAHAM.

WANTED.—Present address of Wm. Wise, a telegrapher. Please write T. A. Johnson, Cert. 869, Division No. 23, De Graff, Kan.

WANTED.—Present address of J. T. Bailey. Went West just after Southern strike. "C" if you see this write me.

E. B. BRITTON,
Hardins, N. C.

WANTED.—Present address of A. Howard, last heard from was employed on the Oregon Railway and Navigation Co.

J. E. LARKIN,
Divide, Col.

WANTED.—Present address of E. Wickham, last heard from was working for the Florida Southern Railway at Leesburg, Fla.

D. B. PALMER,
Dunedin, Fla.

WANTED.—Present address of C. E. Ferriter, last heard from was on the C. R. I. & P. Ry.

J. P. FERRITER,
No. 703 South Third St.,
Marshalltown, Ia.

WANTED.—Present address of Al. Smith, last heard of in Minneapolis. If you see this notice, Al., let me hear from you.

L. E. BURNETT,
The Crystal, Bradford, Pa.

WANTED.—Present address of Thos. J. Mackin, last heard from at Peach Spring, Ariz., in 1894, employed on the Atlantic & Pacific Railway. Please write Box 46, O'Fallon, St. Clair Co., Ill.

WANTED.—Present address of Chas. H. Wright, who was employed on the Grand Trunk Railway about 1891 or 1892. Charlie, if you see this, write to Cert. 74, Aylen Lake, Ont.

WANTED.—Present address of Bro. Eli Jones, formerly employed by the C. R. R., of New Jersey. Any information will be thankfully received by "H" Cert. 439, Elizabeth, N. J.

WANTED.—Present address of J. S. Johnson, last heard from at Bird's Siding, Ft. Worth, Tex. Any information will confer a favor on W. H. Harris, care of H. & T. C. Freight Depot, Ft. Worth, Tex.

WANTED.—Present address of E. B. Mix, formerly of the B. & O., at Connellsville, Pa.; J. F. Cooley, formerly of the P. & W., Alleghany, Pa.; also Geo. S. Meginness, last heard of at El Paso, Tex.

J. W. BARBER,
No. 256 S. Highland Av., Pittsburg, Pa.

WANTED.—Present address of J. R. Burke, a telegrapher, Southern Pacific Co., White Plains, Nev., in 1899.

A. D. F. REYNOLDS,
Ogden, Utah.

CORRECTION.—Bro. and Mrs. H. S. Smith, whose home was blessed with a fine O. R. T. boy, on Saturday, May 26th, reside at Everett, Ohio, instead of Botzum, as previously reported.

FOR SALE.—One standard main line relay, key and sounder, \$6.50 for the set. One standard main line box relay, \$6.00, both in first-class condition, and will be sent subject to inspection. Address Cert. 650, care of Assistant General Chairman, Nutt, N. M.



MISCELLANY

THE INTEREST OF LABOR IN THE ECONOMIES OF RAILROAD CONSOLIDATION.*

W. H. Baldwin, Jr., President, L. I. R. R.

IT IS my purpose to refer briefly to the general questions affecting labor, by reason of the consolidations of railroads. Any attempt to reach conclusions based on statistical averages will be avoided. The limitations and qualifications necessary to be considered in comparing average wages for different periods make such comparisons misleading. My position will be sufficiently proven by the testimony of the employes themselves. An exhaustive study of the question will not be attempted. Reference is made particularly to the five classes of labor employed in transportation service, as representing special classes of expert labor.

The extraordinary growth and consolidation of railroads in the United States, and the development of trade union organizations in railroad service offer an instructive example of the constantly increasing interdependence of labor and capital; such interdependence increasing in intensity in proportion to the increased combinations of capital. The results in this particular industry may well be applied to large combinations of capital and labor in other modern industrial pursuits.

To appreciate the significance of the value of railroad consolidation to the public, it is only necessary to attempt to conceive of a return to the former conditions. The small independent railroads with their relatively

small number of employes, each road with its own standards of equipment dependent upon the idiosyncrasies of its principal officers or directors; each road with responsibilities to the public as a carrier only to the extent of its own short line—all these limitations suggest a local independence which would permit to the railroad the employment of labor on the basis of "supply" for its small demands.

On the other hand, the gradual growth of large systems composed of many such small lines produces a new and constantly growing responsibility to the public, until finally a point is reached where the law of supply and demand affects but remotely the skilled labor necessary in transportation service. In the last analysis, of course, wages are controlled by the law of supply and demand, but with increased complexity in transportation, large bodies of expert men, as a matter of fact, cannot be replaced within a reasonable time, and without so disturbing the service that the public would not permit a great transportation company to solve an important labor problem by so slow-working a law. The function performed by railroads has become too important to the body politic to permit of any solution of these serious labor and wage questions except by intelligent consideration on the part of the representatives both of the management and of the employes.

Consolidation has brought many good results to the employes; an increased ability on the part of the railroads to pay higher wages; to employ more men; an improvement in standards of track and equipment, which has reduced the hours for a day's work, and has made the service less dangerous. It has also made the employment

*An address delivered at the annual meeting of the American Academy of Political and Social Science, Philadelphia, Pa., April 20, 1900.

of men in the service more regular throughout the year, and thus kept together a regular force, and has developed a code of standard rules, governing the army of employes, which have dignified their employment and made more permanent their positions.

These are some of the most obvious advantages to labor resulting from the constantly increasing combinations of capital in the transportation service.

The ability to pay higher wages is due directly to the improved efficiency of the physical departments of the railroads and the economy in cost of transportation produced thereby.

The short independent road with its local traffic gradually began to receive more and more through traffic from its connections. Such through traffic, naturally, was principally of a high class, and carried at high rates, by reason of the crude conditions of service and the practical inability of any one of the lines, as a part of a through line, to increase its efficiency advantageously so long as other parts of the route were of a different standard. In certain respects, the weak line in a series of through lines is like the weak link in a chain. The fifty-ton freight car loaded to its capacity could not be hauled over a bridge which was built for a ten-ton car, and a twenty-five-ton locomotive. The different standards of cars, the different gauges of track, the necessary transfers of freight at terminals, the rebilling of freight at junctions, with all the consequent delays, naturally led to the necessity for the elimination of such difficulties. From the fifty-pound iron rail and the ten-ton capacity car, there has been developed the 100-pound rail, the 50-ton car, the reduction in grades, the powerful locomotive, a reduced cost in operation, and, as a final result, an enormous growth of the business interests of the country. This development has been made possible alone through increased financial ability by reason of larger security in the control of traffic.

Consolidation has not made, in my experience, considerable immediate savings in cost of operation. Oftentimes a small road may be added to a larger system and some of the expenses of organization may

be saved. On the other hand, the wages paid and the class of service which the larger system gives to its new line may increase actual expenses, but such expenses are incurred for the purpose of improving transportation facilities, and of increasing the gross traffic returns. Therefore, the economy to the railroad company is not in the cost of handling the existing traffic, but in the reduced cost of handling the increased traffic resulting from the improved facilities given. Thus, with larger capital at command, it is possible to make improvements and to develop a new low-class heavy traffic, which is handled at a less unit cost. The saving by consolidation is, in short, due to the ability to develop business economically. Conversely, the business of any trunk line to-day could not be handled by a series of independent lines with varying standards, at the present rates, which are profitable to the larger lines.

With the improved efficiency and economy of transportation, rates have constantly declined and traffic has been continually developed. With increased density of traffic, the number of employes has been increased in proportion and has been paid a higher wage. The improved facilities and higher speed of trains have made the day's work for a trainman not 100 miles as a maximum, but as a minimum, so that to-day, with high-speed trains, the trainman may earn in two hours' time a wage higher than he earned in earlier days in five hours' time. Even though the wage per mile run were the same to-day as in past year, the actual work which the trainman can physically do within reasonable hours is oftentimes 100 per cent greater. The locomotive engineer of to-day may average easily 175 miles per day, and at an increased rate of pay per mile over the 100-mile day of the past.

But of even greater importance to the men themselves, to the railroad and to the general public service is the highly developed set of rules governing the employment of men in train service. The seniority privilege, which provides that the oldest men in the service, if capable, are secure of regular advancement; the civil service rules governing their employment; the

credit system which generally prevails today, and which gives the employe full protection for good service alone—in short, the desire of railroad corporations to keep their men so long as their service is satisfactory, and not to discharge them except for inefficiency—all of these rights and privileges have been recognized almost entirely by reason of the large consolidated railroad interests and their consequent greater responsibility to the men and to the public.

The best proof of the relationship which now exists between the railroad corporations of this country and their employes is shown by the testimony of the representatives of the five principal labor organizations before the Industrial Commission on March 10, 1899. A few important passages will be quoted from the statement signed by the chiefs of the Brotherhoods of the Locomotive Engineers, Firemen, Conductors, Trainmen and Telegraphers. It seems to me of the highest importance that we should recognize their testimony as to the improved conditions which have arisen—if not by reason of, yet contemporaneously with, this wonderful development and consolidation of railroad interests.

In their signed statement of March 10, 1899, they say:

"The employes * * * are quite generally employed at rates of compensation, and under terms of employment mutually agreed upon between the officers of the railway companies and committees representing the men."

"The standard rate of pay for engineers in passenger service is 3½ cents per mile, freight service 4 cents per mile; firemen 58 per cent of engineers' pay; conductors, freight service 3 cents per mile; brakemen 66 2-3 per cent of conductors' pay; passenger conductors, \$100 and \$125 per month; passenger brakemen, \$50 to \$75 per month; yard foremen, 27 cents per hour for day work, 29 cents per hour for night work; yard switchmen, 25 cents per hour day work, and 27 cents per hour night work."

"As a rule, the rates of wages are quite stable."

"The plan of keeping record by a system of merit and demerit entries has, of late,

quite generally taken the place of suspension as punishment."

"Unjust or unreasonable dismissals and suspensions are becoming fewer in number and fewer in proportion to the whole."

"Road, train and engine men have little or no complaint as to hours of service; they are generally paid for all excess hours; train and engine men as a rule, are paid overtime on a very fair basis. The labor organizations do not interfere with the employe who is not a member, nor with his right to work; they depend upon their standing, reputation, and work to attract to them all worthy and well qualified employes."

"The whole business and laboring world are more interested in stability of rates than they are in those questions of whether or not those rates are a fraction too high."

"There is no doubt but that consolidation of railway lines under one management has effected economies in the management and in the traffic and accounting departments. It is our experience that the large masses of the employes are not unfavorably affected by such consolidations. On the contrary, we can cite instances where the employes of a small railway which paid poor wages and afforded very unsatisfactory conditions of employment have been greatly benefited by that line being absorbed by some large system, and the employes thereby brought under the operations of the higher rates of pay, and much more advantageous conditions of employment which obtained on the absorbing system."

Special testimony from the firemen: "The railroad employes have an understanding with the employers that there shall be no more men employed than is necessary to move the traffic with dispatch, and during the busy times they take advantage of it and earn big wages, and when the dull season comes, of course they earn an average wage."

"I have been associated with the Brotherhood of Locomotive Firemen as its chief executive for fourteen years, and I have yet to find the first railroad officer with whom I could not do business and reach results that were acceptable to the organizations which I represent."

"One of the best evidences of the relations between the Brotherhood of Locomotive Firemen and the railway managers or operators is the fact that we are supplying a great many of our members to-day to the railway companies who are in need of experienced men. They telegraph to our office and ask us to supply the demand."

P. M. Arthur, grand chief engineer of the Brotherhood of Locomotive Engineers: "In nearly every case, with few exceptions, during my administration of twenty-five years, we succeeded in effecting an amicable adjustment, * * * so that to-day we have written agreements embodying the rate of pay, the rules for the government and protection of the men with 90 per cent of the roads in the country. We have succeeded * * * in increasing the wages of locomotive engineers from \$60 per month to 3½ cents per mile for passenger service, and 4 cents per mile in freight."

"We believe in protecting the men in everything that is right and just. We have never dictated to a railroad whom they shall or shall not employ."

It is clear that such testimony as the above could not have been given if the railroads had continued to be operated as small separate lines. In railroads, more than in any other class of labor in this country, we have seen the results of wise leadership on the part of the trade unions. Both capital and labor aim at monopoly; the best result is obtained only when intelligent counsel prevails. The railroads are moving on toward greater consolidations and with constantly increasing benefits to their million employes and to the public. More and more each year the managements of railroads acknowledge their public duties, more and more each year the operation of railroads is becoming a governmental function, so that, as I see it, the best condition will be reached when the relations between the Government and the railroads are intelligently defined, with the management and operation left in the hands of private persons. The ideal condition is so to operate the railroads as to approach an ideal governmental operation and yet to retain the ownership in private capital. As a most vital and important element of this condi-

tion, the Government should recognize the necessity of preventing unlicensed and unbridled competition between the carriers; of giving real publicity to the operations of transportation companies; of protecting the railroads so that they may maintain reasonable rates, as well as of protecting the public against unreasonably high rates. With these provisions, the public and the stockholders will be protected, and the large army of railroad employes, in their turn, will be protected in respect of their reasonable wage. As was stated in the testimony above by the representatives of the employes of the railroads of the country, "the whole laboring world is more interested in stability of rates than it is in the question of whether or not those rates are a fraction too high."

The organizations of labor in railroad service have for the most part avoided the mistakes made by labor organizations generally, in that they have not demanded the employment of union labor or the non-employment of non-union labor. This intelligent direction of their interests on their part has made the relations between the unions and many of the railroads most cordial. Arrogance and ignorance have been avoided on the part of both, and the results generally have been profitable to the railroads, the employes and the public. The centralization of capital in railroads tends, by a natural process, to put the direction or control in the hands of the ablest and best men the country produces. With railroads tending more each year to single control, what is the advantage to the employe and to the railroad? Each year the railroad operation becomes more vital to the interests of the whole people. Every business, social and political action demands that the arteries of travel shall be open. The processes of distribution have changed so that to-day the order placed in London will be shipped almost direct from the point of production. This is due to the highly organized methods of transportation, which allow prompt and immediate distribution. So, also, is this evident in the changed conditions of our retail trade throughout the country. No longer does the retailer purchase his supply of goods from a middle-

man who has his full season's supply stored and on hand for distribution, but the retailer orders his goods in advance, the exact amount of the orders made is produced, and the goods are shipped almost direct to the retailer; so intimately have the accurate methods of transportation entered into industrial life, and prevented the waste of unnecessary accumulation and over-production.

Under these conditions, in what position is the expert employe of the railroad? What is his advantage? How far can he advance his wages, and what controls his demand? On the one hand, is the large railroad system, which must continue its operations, and to which the labor of its trained employes is necessary. On the other hand, there is a body of men who recognize the whole situation, but are controlled in making demands which they believe to be reasonable, the term reasonable meaning the demand which they believe the public would endorse. The history of railroad wages has shown that the public has been willing always to recognize the responsibilities of railroad men, and has given its sympathy to them in their reasonable demands. The employes, as a rule, have shown an intelligent understanding of the reasonable wage, and when they have not acted fairly and wisely, they have not been supported by the public, have been refused their demands by the railroads, and have learned that reason must prevail.

One of the most important needs of the times is to secure intelligent, conservative leaders as attorneys, to counsel, advise and interpret a reasonable position for the armies of men in our various industries. How important it is to have such leaders is shown by the satisfactory relations between the railroads and their employes, as the testimony above indicates.

This important principle was illustrated a few years ago by the following instance: A large railway system which had been in the hands of receivers for some years had reduced the pay of its men 10 per cent. The wages paid were 10 per cent less than the wages paid for similar service on lines similarly situated. In time the security holders were asked to stand for a reduction

of their holdings. The road was reorganized. It was placed on a sound financial basis, but with a fixed charge equal to the probable net earnings of the road. Soon after the reorganization the men asked for a restoration of their old rate of pay. The request of the men was refused, on the simple ground that the road could not afford to increase its expenses; that the wages paid under all the conditions existing were reasonable wages for the work done. No promises were made for restoration in the future. It was a clear-cut, well-defined issue based on ability to pay and not on any question of standard wages, so called.

A thorough and complete understanding was had, however, in respect to the rules and regulations to govern the employment of all the employes, so that the rights of the men, their conditions of employment and their interest in the prosperity of the railroad were thoroughly understood, this, in my judgment, being of much more importance than any question of increase or decrease in the rate of pay. After protracted and repeated interviews, the employes accepted the position of the company. From that day the company prospered in all its departments, and gradually improved its standards and its service, to the great advantage of the public, its business interests, and of the men. Finally, when its financial ability permitted it to do so, it restored the wages which had been in effect previously. This was a case of intelligent co-operation by organized labor. During that controversy it is interesting to note that the public press throughout the States where those lines were operated was almost unanimous in its support of the railroad in its position. It was the public sentiment that served as the jury for that case, and so it will always be; and the public, in my judgment, will always be a fair jury, both to the railroads, as well as to the employes, provided they know all of the facts in the case, and further provided that the operations of the road are known to be administered wisely and in the interests of the public.

In the future, the times may not warrant even the present rate of wages; and if they are to be reduced it will be well if the

public is fully informed through the publicity of accounts of the actual conditions of railroads, so that it may be the final arbiter of the reasonable wage for employees in a quasi-public service.

President Hadley says: "The railroads of the country at the present time, taking good years and bad together, are probably not earning more than 3 per cent on the actual investment." If, then, with the public fully advised, in competition with the markets of the world, the rates of traffic must be so reduced as to curtail the fair return on what may be called actual values, the men on their part may not make unreasonable demands, nor will the public support them in so doing.

But meanwhile it seems to me evident that labor will continue to profit from the very size of the railroad systems involved. The conservatism of large railroad corporations means intelligent, careful consideration of all matters pertaining to the personnel of their organization.

In just such ways as have been so clearly demonstrated in railroad operation in the past will the economies to labor work out in the other great industrial corporations of to-day. The modern trust, by reason of its economies in cost of production due to its large financial ability, will be able to pay the highest wage possible in its competition with the markets of the world; will tend to give steady and permanent employment, and more and more will approach in many ways a public service.

In conclusion, then, it is to me apparent that, together with the increased tendency to consolidation of railroad systems, improvement in service, increased efficiency, larger demands for high-class service, greater need for economy in transportation, there has been developed a higher standard of men in their employ; a wiser and more intelligent understanding on the part of employees as to their true relation to the service; an improvement in the conditions of employment; a higher wage for the same service done; shorter hours for a day's work, and, withal, generally a cordial understanding and appreciation of the rights of both employer and employee.

NOT AN EARTHQUAKE.

THE Western Union telegraph office, located on Strand, between Twenty-first and Twenty-second streets, was deserted the other night for the brief space of fifteen minutes, says the *Galveston Daily News*. The surrender of the building to the winds was not made in good military style, nor was the retirement of the forces in good order. It was a panic-stricken army of about twenty coatless, hatless and breathless young men that stampeded and made a mad rush for cover. In the excitement attendant upon their flight many shins were lacerated and many knees were bruised as their owners sailed through open windows and doors. The telegraph keys were left open and the messages which had been started from all parts of the world continued to tick through the instruments while the operators rushed wildly through the streets, forgetful of the men in New York and other seaports who were sending the messages.

The occasion for this unusual conduct with the quiet operatives of the telegraph office was not the reception of startling news from the "Chinese boxers," nor harrowing advices from South Africa. The deafening report of escaping steam in the immediate vicinity of the telegraph office struck terror to the hearts of the Western Union force. Frightened out of their wits, they rose as one man and spake not a word, but broke like Comanches for exits, real and imaginary. Four of them struck an open window at the same instant. The next instant the quartette landed on the sidewalk in greatly condensed condition. Like unto the condensing power of the cotton press did this window frame squeeze the four operators. The night cashier leaped seven feet and cleared the metal screen in front of his desk. Another operator butted his head for three minutes on a storeroom door, thinking it was the front door of the building. Five messenger boys were actually charged and convicted of having run fifty yards immediately following the first blast of steam, that warned them to speed themselves. It was truly a night of nights, and will long live in the memories of those who were there.

The engine room of *The News* and the Western Union telegraph office are about thirty feet apart, and are separated by an alley. The engineer of *The News* had occasion to test the safety valves on the big boilers. The test was a success, as the telegraph operators can verify.

After the Western Unionists had run themselves down they found themselves on the bay front. The roar of the earthquake, which the wise ones had pronounced the music of the steam, had ceased. The city looked quiet and the pale faces looked sheepish as they consoled each other on their miraculous escape from the earth's eruption. A telephone message to *The News* relieved the anxiety of the refugees, and one by one the brave souls returned to their instruments. The instruments had never lost a dot or dash, and the sending operators many miles away had been punching their keys to an empty office in Galveston.

THE PHANTOM TRAIN.

THE telegraph instrument in the long row before the glass partition of the tables began to click nervously. It was early evening and the rush of escaping steam and the clanging of bells in the yards just below the windows sounded with incongruous din in the quiet of the dusk.

But let James F. Corbett, the train dispatcher of the Union Pacific, whose "trick" it was when all this occurred, tell the story.

"We had a new operator at Snyder, a Miss ———, no, I'll not tell you her name, for that might spoil her chances for re-employment. She is no longer connected with the Union Pacific Railroad Company, and for good cause.

"Snyder is not a large station, but it is important in the fact that it is on a stretch of track a good many miles in length, and on land as level as a table. The track runs out in two glistening, converging rails until it disappears on the horizon in a thin needle with a point.

"Well, this new operator, who was a very nervous girl, gave us trouble as soon

as she went on her 'trick.' A couple of passenger trains and one or two freights were due to pass, and this was her first night.

"It was just after dusk when the key clicked and the message came from Snyder: 'Train coming from East.'

"It was 'way before the time for a train—freight or passenger. I jumped. My first thought was someone had slipped up and had not reported; then, someone had stolen a locomotive.

"I wired back: 'What train is it?'

"Then answer came: 'Don't know, but headlight is getting close.'

"'Hold it,' I shot at her.

"I asked of other stations beyond, and this side of Snyder, if any train had gone by. They answered, invariably, 'no.' What was this phantom train? I had told the operator to wire immediately, but there was no response.

"I called her up with: 'Did you hold it?'

"'No,' came back tremblingly.

"I swore, I believe. I saw a vision of a wreck blazing like a pyramid, and an incompetent woman grinning with diabolical amusement. I was thoroughly mad when I ticked at her:

"'Why?'

"'It was the moon.'

"Then came the message: 'I mistook it for a train when it was rising down the track. I'm so sorry!'

"I guess she was. But she had the satisfaction of having disorganized not only this office, but every station around here, and of having resigned involuntarily on her first evening as an operator."

A Danish lady says that in Denmark there are several trades in which men and women do the same work and receive equal wages. The cigar-makers, who are among the best paid workers in her country, furnish a case in point. The secret is to be found in the existence of a strong trade union. Of the 25,000 members of the organization associated with this particular industry no fewer than 1,500 are women.

SHALL THE PUBLIC SCHOOLS BE ABOLISHED?

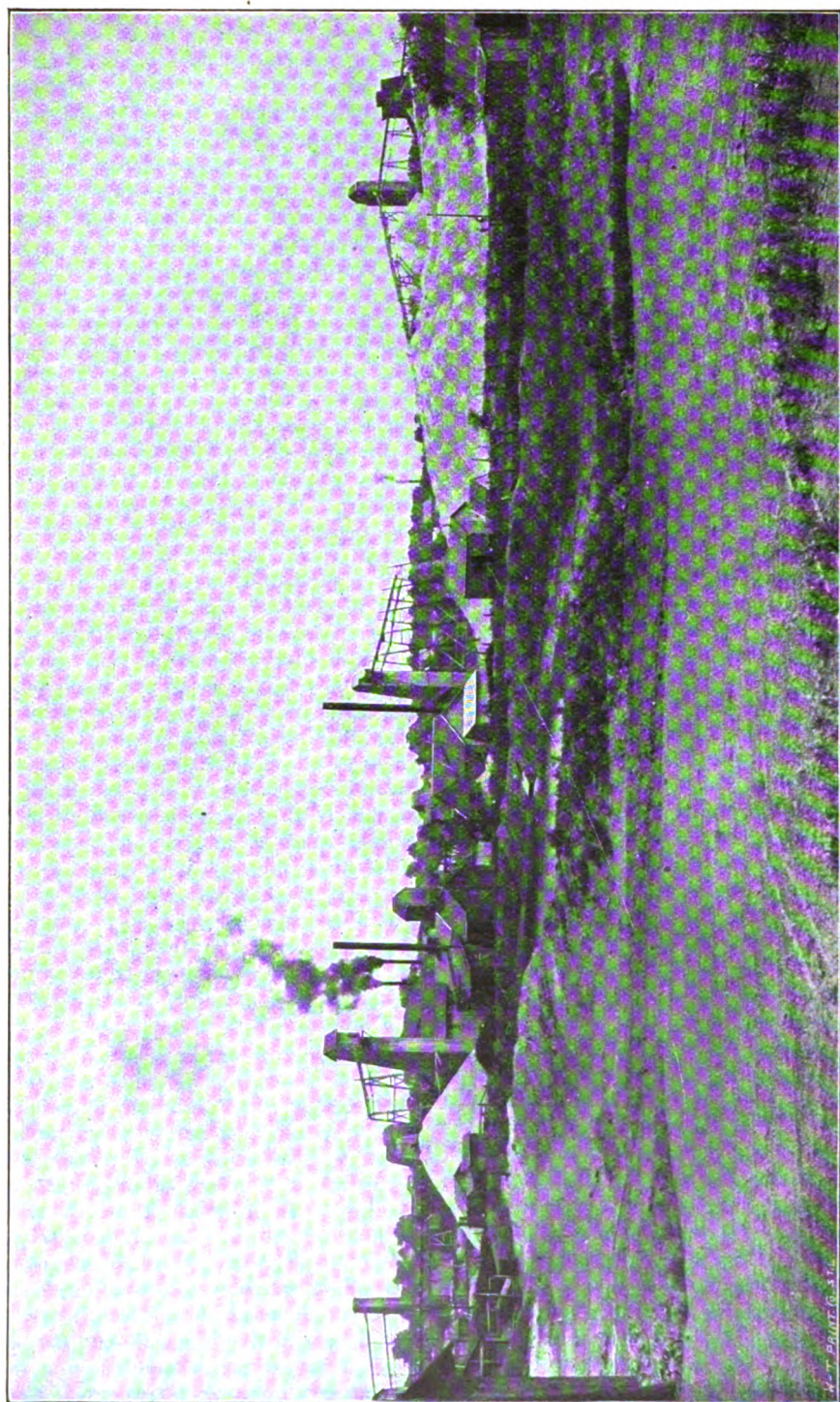
IN this great century of ours, now hastening to its close, many marvelous things have been accomplished, and, on the whole a wonderful progress has been made; and yet, in respect to some most vital interests, conditions in America now are worse than they were a hundred years ago. It is true that the world has been banded with iron roads, and the continents tied together with electric cords; that the stars have been dissolved in crucibles of light, and the atmosphere condensed to a liquid that, even under the blazing sun of the equator, will yield a cold far more intense than any the frigid zones can boast; but, our governments are less honest, and our industrial conditions are less just. It is true that a hundred years ago there were no railways, telegraphs or telephones, no giant cities in America or colossal industries, no broad continent full of beautiful homes from sea to sea; but it is also true that a hundred years ago there were no political machines, rings, bosses or corrupting lobbies in our commonwealths; no vast army of the unemployed, no sweat-shops, festering slums, or oppressive monopolies. The weeds have grown with the flowers. It is for us to be grateful for the flowers and cherish them, but it is also our duty to do all in our power to banish the noxious weeds and parasitic growths that mar the beauty of the garden, and threaten to choke the life out of some of the most precious plants.

Knowledge has grown with amazing rapidity. More great inventions and discoveries adorn the pages of nineteenth century history than can be found in the records of all preceding time. Modern science is substantially the creation of the nineteenth century. And, better yet, knowledge has been diffused among the people to an extent far beyond anything known in former times.

Material progress has been greater even than intellectual progress. Steam and electricity and mechanical contrivance have multiplied the productive power of labor many fold. A sewing machine will do

the work of twelve to fifteen women. A McKay machine enables one workman to sole 300 to 600 pairs of shoes a day; while he could handle but five or six pairs in a day by former methods. A good locomotive will pull as much as 800 horses or 8,000 men. Four men, with the aid of machinery, can plant, raise, harvest, mill and carry to market wheat enough to supply with bread 1,000 people for a year. A girl in a cotton mill can turn out calico enough in a year to clothe 1,200 persons, more or less, depending somewhat on the size of the persons and the number of changes of cotton they have. The total machine power of the country is equivalent to the labor of half a billion willing slaves, or an average of twenty to every human worker. On the basis of human slavery, the Athenians built up a civilization in which every freeman might have ample leisure for culture and civic and social life. On the grander basis of service by the powers of nature, we are building a civilization in which all shall be truly free, and shall enjoy ample leisure for development and association with far greater means for both than the Athenians ever possessed. In Athens, in her palmiest days, there were five or six slaves to each freeman; our machinery already equals twenty for every worker; and in another fifty years may equal forty, fifty, sixty or more for every man, or 100, perhaps, for every family. And these splendid servitors of steel and brass are exempt from the pangs of hunger and cold, are never oppressed with weariness, lose no liberty in their servitude, and find no misery in subjection.

The result of our mechanical development has been a vast increase in accumulated wealth. In France and England the wealth accumulated during this century is more than five times as great as the total accumulation of all preceding ages in those countries. In America the wealth of the Union in 1800 was about \$1,000,000,000, while now it is well toward \$90,000,000,000; or, taking fractions into account, an increase of eighty-five-fold, which is over six times the growth of population in the same period, the per capita wealth having risen from \$200 in the year 1800, to \$1,200 or thereabouts in the year 1900.



MORNING STAR, DEW DROP, SEVEN DEVILS, AND BUNKER HILL MINES, OROHOCO, MO.
(Courtesy St. Louis & San Francisco Railroad.)

While, however, the creation and accumulation of wealth have progressed in this unexampled way, the diffusion of wealth has met with no corresponding improvement. On the contrary, there has been a progressive concentration of wealth into relatively fewer hands, until now, according to the data collected by Dr. Spahr, of "The Outlook," one-half the people own practically nothing; one-eighth of the people own seven-eighths of the wealth, or forty-nine times their share; 1 per cent of the people own 54 per cent of the wealth—one family in every hundred being able to buy out the other ninety-nine families and have something left, besides; and finally, about one-two-hundredths of 1 per cent of the people, or 4,000 millionaires and multimillionaires, have 20 per cent of the total wealth, or over 4,000 times their fair share on the principles of partnership and brotherhood.

We find, then:

- A vast increase of knowledge and great diffusion of it, together with
- A vast increase of wealth and great congestion of it.

And this congestion of wealth in the presence of diffused intelligence is the underlying cause of the great unrest of our time. There are only two paths to social equilibrium: The diffusion of enlightenment must vanish, or the concentration of wealth must cease. The two cannot live together. Democracy of intelligence and aristocracy of wealth are incompatible. Popular intelligence and aristocratic privilege are hostile to the death. Conscience and despotism are irreconcilable. Take enlightenment from the people and aristocracy may maintain itself. Every enduring system of subjection has rested on the ignorance of those in bondage. If the new aristocracy of wealth could abolish the public school and the people's press; if it could completely dominate education and the newspapers, it might perpetuate its power; if it cannot abolish free schools and a popular press, its doom is sealed.

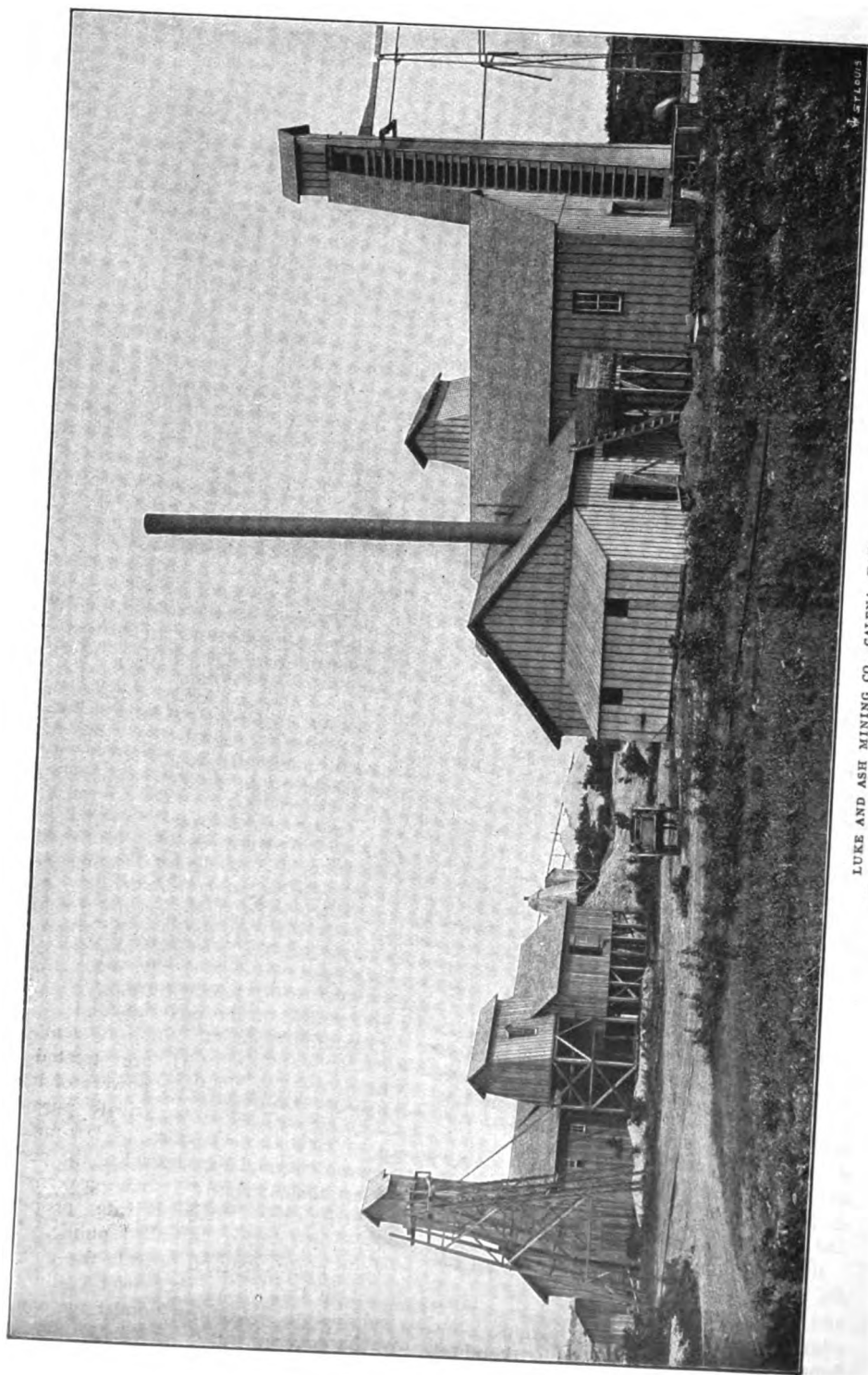
Ethics, of course, can never assent to the abolition of enlightenment. Justice and love demand the diffusion of knowledge, virtue, comfort, opportunity and benefit of every sort. Wealth, therefore,

and the power and opportunity that accompany it, must be diffused.

The leading cause of congested wealth is private monopoly. And the most promising cure for private monopoly is public ownership.

If one man possesses a franchise that yields an enormous revenue, and another man has no such advantage, the way to diffuse the monopolized wealth is to make the two men joint owners of the franchise. If a few men own a street railway system that yields vast power and income, while a city full of people own no roads, but must pay tribute to the monopolists, the way to a just diffusion of power and profit is to make the whole city full of people co-partners in the street railways. If an Emperor (or "boss") owns the government and the people are political paupers, the way to equalize power is to transfer the ownership of the government to the whole body of citizens on the basis of an equal partnership or democracy. If a railway monarch holds sway over a thousand miles of road, a hundred cities and towns, and thousands of workmen, draws millions of profit from the traffic of a dozen States, and, with a few fellow potentates, rules the commerce of a continent, the way to diffuse wealth and equalize power is to transfer the ownership of the railways to the nation.

Public ownership is the simple, direct and practicable remedy for the concentration of wealth—public ownership of franchises and industrial monopolies and public ownership of the government, the most important monopoly of all. If the government is a private monopoly, everything in the hands of the government is a private monopoly. If the spoils system prevails—if public offices are treated as private property, and the powers of legislation are perverted to private purposes by an elective aristocracy of law-making delegates beyond the control of the people during their terms of office—government industries are really private property, though they may be called public. The people must own and operate the government in order that they may really own and operate any industry under the control of the government.



ST. LOUIS

LUKE AND ASH MINING CO., GALENA, KAN.
(Courtesy St. Louis & San Francisco Railroad.)

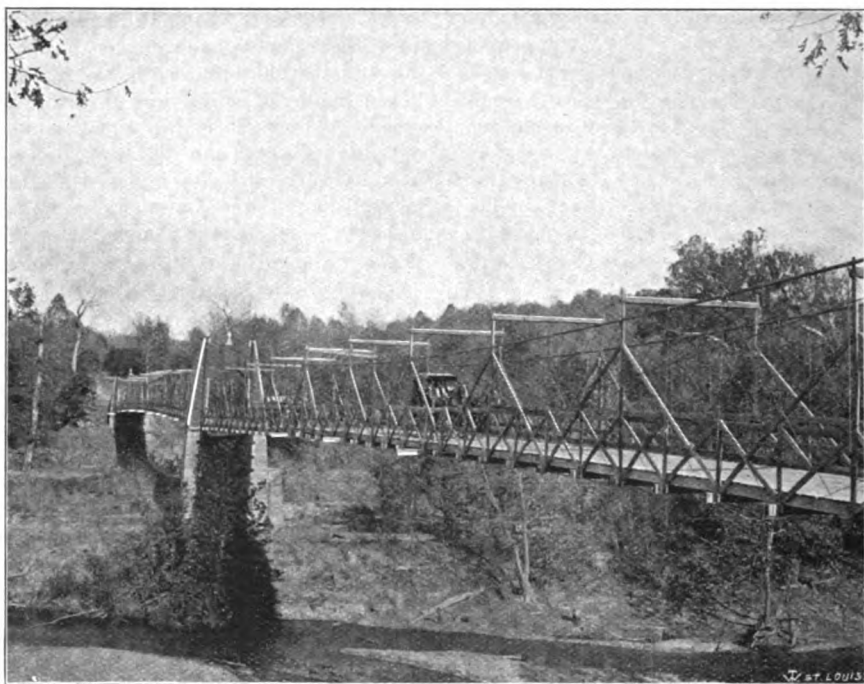
Where the power of direct legislation rests with the people; where the people, when they disapprove an act of the Legislature, or Councils, may stop it from going into effect by petition of a reasonable percentage of voters, demanding a reference or submission of the act to the people for final approval or rejection at the polls; where the voters by petition can propose or initiate a law the Legislature or Councils neglect or refuse to pass, and can by such petition bring the desired measure before the people for final decision at the polls; where the people nominate their officers and recall them at will; in other words, where the popular recall exists and the initiative and referendum are applied to city and state legislation, as well as in town-meeting government and the making or amending of State constitutions—then the people may truly be said to own and operate the government. They can stop or start legislation at will; they can have such laws as they please, and no others; government by politicians is changed to government by the people, and the people possess the continuous and effective control essential to real public ownership.

With such real public ownership we may solve the problem of monopoly which lies at the heart of the great work of diffusion the twentieth century is to accomplish. The public schools have been a main factor in the diffusion of knowledge; public industries will be a main factor in the diffusion of wealth. Public ownership of the means of education has been followed by wide diffusion of enlightenment; while private ownership of the railways, tele-

graph, telephone, gas and electric plants, and other monopolistic means of producing and distributing wealth has been followed by great congestion of wealth and power; to secure a just equalization of opportunity and wide diffusion of benefit we must adopt the same great, democratic, all-pervading force of public ownership that has produced the diffusion of intelligence. And this very diffusion of enlightenment, resulting from the public ownership of education, is a fundamental means of securing the new diffusion of wealth and power through the public ownership of government and public utilities. The concentration of wealth cannot continue when the people know the facts and understand how to secure their rights. Private monopoly must suppress the public schools and destroy the fountains of thought, or it cannot last long.

We, who desire a just and righteous diffusion of wealth, should do our utmost to see not only that diffusion of knowledge shall continue, but also that less attention be given in public schools to studies that are comparatively unimportant and irrelevant to our welfare, in order that more attention may be given to economic, sociologic and ethical studies, that concern us so deeply. We should deepen and strengthen our system of public instruction, extend it in full force to the kindergarten and college, improve its methods and focus its power on the vital industrial and political problems, on the true solution of which the peace and happiness of the future so largely depends.—*Prof. Frank Parsons.*





NEAR EUREKA SPRINGS, ARK.



EUREKA SPRINGS TO HARRISON, ARK.
(Courtesy St. Louis & San Francisco Railroad.)

Woman's World

"ARE WE OUR BROTHER'S KEEPER?"

NEVER has the above question been so forcibly brought before me as to-day. It is a question that always grows in magnitude, and the more you think it over the more you feel that you are "Your brother's keeper." Could you for a moment imagine one lone member of our Order wishing to have his case of dismissal attended to before a schedule affecting hundreds of Brothers should be put into effect? Notwithstanding, it might be months before this case could go through the proper channels, on the plea that individual grievances should be adjusted before those of a general character.

And can you imagine another Brother of our grand Order asking what benefit he derives from the large magnificent investment of a dollar a month? Just think, a big silver dollar with our grand American Eagle and "In God We Trust" engraved upon it, invested in an Order that guarantees him a stated salary, stated hours, and sees to it that he has fully sixty consecutive minutes to eat his hard-earned bread and butter in. Just think of him asking what good he derives from that big dollar. Why doesn't he ask where he can put more of them into circulation where his interest will be ten-fold? I would suggest the O. R. T.

Why, the privilege of wearing one of these little celluloid buttons, that cost (I think our President said 35 cents a dozen), is worth a few dollars a year, especially when you work on a system where Brotherly love is the ruling power, and where silver dollars look pretty small to your Brothers' welfare when it comes to shorter hours, over-time, and rights that all employes on our railroads could enjoy. if, instead of asking that our individual grievances be attended to first, we would say,

"Attend to the business that affects the masses and that will help adjust my claims."

Do you think the strike on the Southern would have failed in the cause it was intended to help if each man on that system had felt that he was "His Brother's keeper," and what he did would affect hundreds of men besides himself? There would have been no scabs in the Southern strike, and the men on that road would have been free American citizens instead of slaves, to a company that will have their employes on half rations if possible, if each man had felt that he was his "Brother's keeper."

What a difference between this picture and the one on the Southern Pacific, where they have a schedule that increases salaries thousands of dollars, and shortens work down by years (not hours), and finds employment for more men than have ever been employed by that road before. Do you think it could have been accomplished if the men had been willing to scab, and all had been of the opinion that personal grievances come before those of the multitude?


If each Brother that wears our badge would have just one other Brother's interest at heart, how long would it take to double our membership and have a schedule on every road in the United States?

It is not the Brothers that are deriving the most benefit from our Order that are making the greatest sacrifices. It is the men that look at this in the light that what is done now for our fellowman will last long after "30" is marked over their earthly career. Instead of throwing away five cents a day on useless things, keep it, my Brother, it will pay your big dollar a month to the O. R. T., and a small amount each day for your Brother when he wants a schedule and needs your help.

We certainly are our Brother's keeper.

A 40ER.

WOMAN SUFFRAGE IN COLORADO.

RS. BENJAMIN DIGGORY, of Pueblo, Col., in a recent interview, had this to say in regard to the workings of woman suffrage in Colorado:

"Woman suffrage, as evinced by the trial that has been given it in Colorado, proves it not to be a cure for all the ills that the world suffers from, but a strong and potent force for the betterment of existing conditions, and the purifying of politics.

"I wish you could see some of our Colorado women who have entered heart and soul into this movement for the enlarging of woman's sphere. Grander women, larger of heart and nobler of purpose, can be found nowhere, while in refinement and culture they are the peers of women anywhere. And in freedom from narrowness and prejudice—traits often ascribed to the average woman with some show of reason, perhaps, they soar way above their Eastern sisters.

"They look upon the suffrage that has been granted to them as a great power to be made the most possible use of, and a privilege not to be abused. They have high ideals, which they work untiringly to fulfill, and they never yet allowed their lofty purposes to drabble in the mire. They are not in political life for selfish gain, but for principle, for whatever will be for the improvement of the commonwealth, and the betterment of existing conditions, and when women, a great and grand body of women, like those of Colorado, take a stand like that, there can be no question but it will result in the purifying of political life, to a very large extent.

"One of the objections most strongly urged against women in politics is that it would tend to unfit them for domestic life, but a fair trial proves that it is not so. Indeed, the very knowledge that she has in her hands the power to uplift and improve the conditions surrounding herself and her family, gives an added interest to her home-life; she feels that there is an intimate relation between it and the work that she does in the political field, and she works for results that will tend to benefit those near and dear to her. But not for that alone, for her horizon is so extended that she sees beyond, and in most cases

she works for that which will bring the greatest good to the largest number.

"As to political life being unfit for women, nothing could be farther from the fact. A woman can walk unsullied through all the paths of political life, without one smirch upon her garments. She need never fear that she will hear one word unfit for her ears, and she can enter into the political battle and come out with colors flying and with no loss of feminine charm or refinement. And, on the other hand, the presence of women in a campaign tends to greatly modify many an objectionable feature. There could nothing exceed the quiet and order that prevail in Colorado towns on election day, and women go to and from the polls with perfect freedom from annoyance.

"Women of all classes vote and take part in politics, but the greatest part of the work is done by the women of the great middle class, the backbone of the country. Women of wealth and leisure give of their money liberally, and go religiously to the polls on election day, but the active work is done by the middle classes. But all are interested, all are enthusiastic, and not a woman of them all would be willing to go back to the old days and the old order, when women had no voice in the affairs of State and Nation."

Mrs. Diaz, wife of the Mexican President, whose illness prevents her husband from attending the Chicago celebration this fall, is her husband's second wife, and but 36 years old, while the President is 69. They were married in 1894.

Mrs. Sarah Terry, of Philadelphia, has just celebrated her one hundred and six birthday. Her father fought in the War of the Revolution. She spent several years of her younger life in Denmark, as companion to the wife of a former Danish Ambassador to this country.

Evidently the medical profession holds out many inducements to the more progressive of the fair sex. Miss Margaret Long, daughter of the Secretary of the Navy, and Miss Mabel Austin, daughter of ex-Governor Austin, of Minnesota, are studying medicine together.

Poetical

"Electro Infatuation."

Oh, mystic fascination, oh, fate, idealized,
I'm but a mass of molecules reversely polarized,
I'm vanquished by a sorcery, no amulet can cure,
For, love, you are the magnet, and I the armature.

The more I circle around you, love's current
stronger grows,
Till, leaping forth from heart to heart, love's arc
electric glows,
Against the ardor of that flame, insurance won't
insure,
For, love, you are the magnet, and I the armature.

And when in your dear presence, all trembling
I vibrate,
Along love's telegraphic code my vows shall
undulate
Induction n'er shall drown them, nor make their
sound obscure,
For, love, you are the magnet, and I the armature.

The messages unnumbered of fond endearment
fly,
At once in both directions—quadruplex they out-
vie,
A throbbing heart is at the key, it's dots and
dashes sure,
For, love, you are the magnet, and I the armature.

I dwell within your fields of force, in that blest
region where
Your strength is of the distance, inversely as the
square;
No influence external can me from you allure,
For, love, you are the magnet, and I the armature.

At last we'll cling together, apart no more to
roam,
With hearts attuned harmonic, we'll sing of Ohm,
sweet Ohm;
One circuit never broken, while life and love
endure,
Forever you my magnet, and I your armature.
ROACH, CERT. 3203.

No Pockets in a Shroud.

Oh, ye who bow at Mammon's shrine,
Whose hearts with greed are growing cold,
Who turn your backs on things divine
And worship but the god of gold,
What will it profit you when death
Lays low the head so kingly proud
And robs the wasted form of breath?
There are no pockets in a shroud.

Your thoughts by day, your dreams by night,
Are but of grasping golden gain;
Your guide is but the beacon light
Of riches burning in your brain.
You cast all nobler aims behind
And struggle as a maddening crowd
To clutch the dollars, but you'll find
There are no pockets in a shroud.

Ye usurers who grind the poor
Beneath a cold, relentless heel,
Who overshadow many a door
With cloud of misery and feel
No sympathy to see them lie
Beneath the hand of sorrow cowed,
Remember when you come to die
There are no pockets in a shroud.

What is the profit to the man
Whose life to Mammon has been given?
A bridge of gold can never span
The gulf between the earth and heaven!
What will it be to him to find
The wealth with which he is endowed
At death's gate must be left behind?
There are no pockets in a shroud.

This life is but a span; to-day
We're here, to-morrow we are gone,
Have faded from the earth away
Into eternity's strange dawn;
Yet in the hungry greed for gains
Too many at the gold shrine bowed
Forget that when the life spark wanes
There are no pockets in a shroud.

—Denver Post.

Two Failures.

Two men set out on life's highway
To reach a certain place,
And one was "slow but sure," and one
Went at a lively pace.

The man who rushed with all his might
Along the rocky way
Soon left his friend behind, but fell
Beside the road one day.

The other, who was "slow but sure,"
Kept plodding on and on,
And reached the end, at last, to find
That what he sought—*was gone!*

—S. E. Kiser, in *Cleveland Leader*.

Seein' Things.

I ain't afear'd uv snakes, or toads, or bugs, or worms, or mice,
 An' things 'at girls are skeered uv I think are awful nice!
 I'm pretty brave, I guess; an' yet I hate to go to bed,
 For, when I've tucked up warm an' snug an' when my prayers are said,
 Mother tells me "Happy dreams!" and takes away the light,
 It's almost alluz when I'm bad I see things at night!

Sometimes they're in the corner, sometimes they're by the door,
 Sometimes they're all a-standin' in the middle uv the floor;
 Sometimes they are a-sittin' down, sometimes they're walkin' round
 So softly and so creepylize they never make a sound!
 Sometimes they are as black as ink, an' other times they're white—
 But the color ain't no difference when you see things at night!

Once when I licked a feller 'at had just moved on our street,
 An' father sent me up to bed without a bite to eat,
 I woke up in the dark an' saw things standin' in a row,
 A-lookin' at me cross-eyed an' pintin' at me—so!
 Oh, my! I wuz so skeered that time I never slep' a mite—
 It's almost alluz when I'm bad I see things at night!

Lucky thing I ain't a girl, or I'd be skeered to death!
 Bein' I'm a boy, I duck my head an' hold my breath;
 An' I am, oh, so sorry, I'm a naughty boy, an' then
 I promise to be better an' I say my prayers again!
 Gran'ma tells me that's the only way to make it right
 When a feller has been wicked and sees things at night!
 An' so when other naughty boys would coax me into sin,
 I try to skwush the Tempter's voice 'at urges me within.
 An' when they's pie for supper, or cakes 'at's big an' nice,
 I want to—but I do not pass my plate f'r them things twice!
 No, ruther let starvation wipe me slowly out o' sight
 Than I should keep a-livin' on an' seein' things at night!

—Eugene Field.

"You did."

It's good to wander back again
 Among the old home folks;
 It rather satisfies a man
 To hear the same old jokes,
 To hear somebody say, "I knew
 You when you were a kid,"
 But some one always tells you of
 The foolish things you did.
 Your heart beats lighter, as it did
 In long forgotten days,
 When at some well remembered spot
 Reflectively you gaze,
 But it seems queer that all your good
 And noble deeds are hid
 And people only call to mind
 The foolish things you did.
 They talk of others who've gone out
 Into some foreign land,
 They tell of things these other folks
 Have done, and they seem grand,
 But when it comes to talk to you
 Their minds cannot be rid
 Of the belief you'd like to hear
 The foolish things you did.
 You know you've done a thing or two
 Which show you've got some sense,
 But every time they talk of you
 They're certain to commence
 With tales of "What a fool you were
 When you lived here—a kid;"
 They have forgotten all except
 The foolish things you did.

—Baltimore American.

Keep to the Right.

"Keep to the right," is the law of the road—
 Make it a law of your moral code;
 In whatsoever you determine to do,
 Follow the road of the Good and the True;
 Follow and fear not; by day and by night,
 Up hill or down hill, "keep to the right."
 Doubt will assail you, temptation will woo—
 "Keep to the right," for the right is the true;
 Doubt is a traitor, temptation a shame;
 A heart that is honest, a life without blame,
 Will rank you far higher in worth and renown,
 Than the grandest of kings with his sceptre and crown.
 "Keep to the right," in the journey of life,
 There is crowding and jostling, trouble and strife;
 The weak will succumb to the bold and the strong,
 And many go under and many go wrong;
 He will acquit himself best in the fight
 Who shirks not his duty, and "keeps to the right."
 "Keep to the right," and the Right will keep you
 In touch and accord with the Good and the True;
 These are the best things in life, after all,
 They make it worth living, whatever befall,
 And Death has not terrors when he comes in sight,
 For the man who determines to "keep to the right."

—Charles W. Hubner, in Atlanta Constitution.

FACE-TIOUS

He Made a Sale.

"I don't quite like the shape of these shoes."

"They conform precisely to the shape of your foot, madam, and nothing could be more beautiful than that."—*Tit Bits*.

The Fuel.

"I suppose you burned a great deal of midnight oil before you became eminent as a statesman," said the friend.

"No, sir," answered Senator Sorghum. "I burned money."—*Washington Star*.

She Subsided.

Lady—Why, you naughty boy. I never heard such language since the day I was born.

Small boy—Yes, mum. I s'pose dere was a good deal o' cussin' de day you wuz born.—*Pick-Me-Up*.

An Easy Job.

"What is Smith doing now?"

"He is traveling with a circus."

"Pretty hard work, isn't it?"

"No; he has nothing to do except to stick his head into the lion's mouth twice a day."—*Tit Bits*.

The Cards are Out.

She—But you know the advice given to people who contemplate matrimony—"Don't!"

The Lover—Yes, but the man who wrote that never saw you!—*Puck*.

Posted on Registering.

Manager of the "Haunted Canyon" Dramatic Company (to hotel clerk)—I will register 50 people, for the sake of appearances, although there are but ten in the company. I suppose you are familiar with that idea.

Clerk—Oh, yes. I used to inspect gas meters.—*Baltimore American*.

Conducive to Repose.

"I never rested so well in a sleeping car before," said Mrs. Pitt, as the train approached the station.

"This sleeping car is named Philadelphia," Mr. Pitt explained.—*Pittsburg Chronicle-Telegraph*.

Overheard on the Train.

Affable Passenger—Indeed, and you are a music-hall artist. I am a banker and I think it is twenty years since I was in a music-hall.

Music-Hall Artist (regretfully)—And I'm certain, Guv'nor, it's twenty years since I was in a bank.—*Moonshine*.

Science to the Rescue.

Housekeeper—Has any way been discovered to kill the pests that destroy carpets?

Great Scientist—Yes, madam. Take up the carpets, hang them on a line, and beat them with a heavy stick.

"Will that kill the insects?"

"Yes, madam, if you hit them."—*N. Y. Weekly*.

Merely a Suggestion.

"Good night, dearest," he murmured, as he prepared to go forth into the darkness as the cuckoo clock chirped 12:15.

"Better stick to facts and make it good morning, young man," said a gruff voice from the top of the stairs.—*Chicago Daily News*.

An Infant Industry.

De Writer—What are you doing now?"

Scribbler—Writing \$10,000 prize stories for the Great North American Literary Syndicate.

"What do they pay you?"

"Ten dollars a week."—*N. Y. Weekly*.

Not An Ordinary Striker.

All this time the great railway magnate had sat silent, listening.

At last he spoke.

"Young man," he said, "I am not sure I understand you. Please be a little more explicit."

"I am asking you, sir," said the young man, reddening, "for the hand of your daughter."

"Oh, is that all?" rejoined the magnate. "Why, certainly. If she has no objections I haven't. I thought you were striking me for a pass."—*Chicago Tribune.*

A Study in Patience.

"Patience, my dear, patience," said Harkins blandly to his wife one morning at the breakfast table, when she spoke a trifle sharply to one of the children for dropping his bread, buttered side down, on the cloth. "You know that accidents will happen, and we were children ourselves once. I'm sure that Bertie didn't mean to—great Jupiter! There goes Harold's glass of milk all over my new trousers. If I don't—oh, you'd better skedaddle from the table, young man. It beats everything—get a cloth, somebody, and clean up this mess. It beats thunder that a man can't sit at his own table without being tormented and bespattered as I am every time I try to eat a meal under my roof. Look at these trousers. Absolutely and utterly ruined. Just wait till I lay hands on him, and I'll teach him how to deliberately throw a glass of milk over a \$5 pair of trousers. Don't tell me that he didn't mean to. He came to the table with the intention of doing it, and I—I—well, you'll see what I'll do when I get hold of him."—*Credit Lost.*

He Had Plenty of Money.

A negro wearing his best toggery entered the Independence (Mo.) office and wanted to know what it would cost to send his wife, who was at Cincinnati, a message. The agent told him he could send ten words for fifty cents, whereupon the negro wanted to know if five words could be sent any cheaper. The answer was a negative one; the fifty-cent rate was agreed to, and the sender, who could not write, dictated the following message to the Ohio better half: "I just arrived from California last night. I am going to Leavenworth on the first rain this evening. I never had better health in all my life. I'll be at home Easter, the Lord willin', and I've got lots o' money."

The agent, who, from experience, knew how to economize words in a telegraphic message, arranged the negro's message as follows: "Just from California, going Leavenworth to-night; splendid health; home Easter."

The message was read over to the negro, who said: "You didn't say nuffin' to her 'bout de money."

"She'll know you have plenty of money," said Davis, "or you wouldn't be fool enough to send her this message."

"Dat's so, boss," said the negro, who paid the money and walked out.—*The Express Gazette.*

The Cheerful Idiot.

"I am going to win my suit against the railroad company," said the young lawyer boarder. "It hasn't a leg to stand on."

"Then, indeed, it must be a soleless corporation," said the Cheerful Idiot.—*Indianapolis Press.*



Our Correspondents

"HUMILITY AND MANHOOD."

JOSE GROS.

IN some respects, at least, one of the most important words in the human language is the word progress. Has anybody given us a satisfactory definition of that word? We don't know of any. To begin with, it has never been classified. It has been assumed that no classification was needed. Is it possible that men can make no mistake in that direction, no mistake in undertaking a wrong progress instead of a right one? With our readers' permission we shall assume the responsibility of suggesting as follows:

"First. What has progress been in a material sense? Men's concoctions of all imaginable processes with which to satisfy their needs, comforts, luxuries, extravagancies, vagaries, conceits and manifestations of superiority over each other; and so efforts in grasping all possible knowledge of the universe around, besides speculations on the beyond. All that has now and then been done in useful and constructive purposes, or ideals, and sometimes in the vilest and most destructive ones, particularly when employed by strong nations against the weak ones, and calling that heroisms of military glory, although in God's eyes they are simply abominations of the most cowardly and contemptible kind, because emphatically repudiating all divine concepts of human brotherhood."

"Second. What has progress been in a moral sense? Men cheating themselves out of the symmetrical growth and high joys that God means all men should have, and shall have when they give up their silly, narrow wisdom for the broad one of the All High."

We shall gladly accept any modification that may improve the double definition just stated, in relation to what progress has been up to date, as we conceive it. That

double definition, touching the material and moral aspects that progress must necessarily deal with, easily suggests what progress should and shall be, sooner or later, when men decide to get over their long fit of insanity, and give up their constantly defying the will of God in the order of nature and that of ethics. When that change of heart takes place, then progress shall be as follows:

"A direct march towards social righteousness by the constant, systematic and scientific suppression of all social evils for the purpose of establishing, without any unnecessary delay, that real brotherhood, universal justice and equal rights for all men, nations, races, etc., which alone can bring joy, peace and manhood over the whole face of the planet."

That change of heart and that new progress, the only kind of progress of some value in God's eyes, shall only come when the powerful rooster nations have abandoned the old philosophy of some evil having to remain alive so that we may be able to do some good. Under that philosophy, the old, foolish tree, which 6,000 years ago mixed up good and evil, has been pruned, every now and then some of the handiest branches having thus been cut off. Naturally enough, the idiotic tree has been growing taller and more majestic, until today, from simply covering a small patch of a small garden, as it did centuries ago, it envelopes the whole earth, wherever the white man, with his sword, his rifle, his gun, and his laws of banditism, of monopoly and robbery, has spread himself, with but one object—that of having the working masses everywhere, the plain, simple, honest people in every corner, at home and abroad, under tribute for the privilege of living and working on God's planet, that groups of rich loafers, gamblers, schemers and the like, should be able to live like potentates with the sweat snatched from wage slaves, white, brown, or any color.

That infernal tree of evil could be cut off to-day, and its roots burned, with greater ease than ever, because of our increased knowledge of how to establish righteousness on earth. We all know the exact processes, have known them for about 20 years, or have known how we could learn them, but we lack Christian humility for that job of establishing the righteousness and loving brotherhood of men that Christ preached long, long ago. Under such brotherhood and righteousness we, the few excellent people just now alive, could not be constantly throwing bouquets to ourselves about the good we are doing and the heroisms we are accomplishing, and life would be dreadful if we could not pose as a little holier than other fellows, those we have converted, and conquered, and annexed to our chariots of glory, packed full with rifles and guns of the most destructive patents; and those also who, under our supposed God of peace, we pretend to annex, conquer, convert, no matter how many brutal wars and more brutal peace we may have to resort to and invite in order to satisfy our predatory instincts, our hunger and thirst for rapid wealth accumulation, that being our only moral law. Because even peace, under our merciless industrialism and progress, is but a satan's dance and glorification of modern greed, a silent war to the knife against each other's best joys and development.

Manhood without Christian humility seems to foot the bill to-day more than ever, and our brains are so full with ourselves, so busy either making a bare living when graciously allowed to work by those who possess and control the planet, the land, the source of all life, or busy in our unholy, disgraceful plans of wealth accumulation, that no fundamental truth can get into our skulls, no room for it, in those greedy brains of ours, greedy when not preoccupied about how to make both ends meet, about how to keep ourselves and family away from the horrors of that charity which robs men of the last remnants of self-respect and manhood.

Charity without justice, charity because of a progress that old Cain himself would consider too machiavelian and perverse!

All the same the healthy progress we have indicated is bound to come. What are a few centuries more or less of civilizations drunk with pride and conceit, when time eternal remains intact, practically untouched, still packed full with its own plenitudes and potentialities? Yet some minds here and there cannot fail to now and then drop a few tears because men in their folly insist upon hugging iniquity and pride as long as possible. Joys of the highest kind, manhood acceptable to God, that can only come through the humility we lack and seem to hate.

The most ludicrous part, in the panorama of modern life, is to notice that never before in human history had most of our good people been under such heavy trials, and really wretched existence, intense excitements, dreadful agitations, poverty in health physical, poverty in health mental. By good people we mean those in greater or less affluence, greater or less ease in relation to that miserable wealth that perishes, and to which we sacrifice our peace and healthy development. With their influence upon the masses such people could bring the kingdom of heaven on earth in a few short years, perhaps in a few short months; but they seem to be possessed by the blindness of the bat, by the stupidity of the oyster, in all that appertains to the simplicity of Gospel teachings and moral or ethical truth. With what vain glory they speak to us about the baseness of previous generations, even of their parents or immediate predecessors, buried, but a few years ago, and of ages gone by, of which we hardly know anything with distinct precision? Yet, when we have reached a certain age and lived a somewhat peaceful life, we can remember that the men we knew 20, or even 50, years ago, were far more modest, more willing to hear the truth than the proud, fantastic, egotistical generation of to-day. Their lives were more peaceful, and bad as it was, their progress did not seem to possess the fatal present agitations, fatal because they prove that on the whole, and in relation to present duties, we are farther away from God than ever, for a while, anyhow, for a long time, we fear.

THE CAUSE.

As we have seen, the condition that prevails throughout the world, in every department of social activity is one of conflict, strife and struggle, man with man, man with combinations of men and combination with combination; and everywhere humanity the victim. And yet man is a social creature. Naturally he delights in the society of his fellows. Instinct and reason and the habit of ages incline him to association with his kind. He realizes the mighty potentialities of such association in its material advantage, its mental development, its moral uplift. And yet, neither instinct nor reason nor the habit of æons, have sufficed to create a rightly organized society nor a just association of men. Indeed, the result is the antithesis of society, the perversion of association; for society and conflict are opposites, and an association of hostile and warring atoms is a perversion of the term.

What is the cause of this incredible and unnatural condition? There are a thousand causes, results that have in turn become causes and pile yet higher the heap of human miseries and perplexities, but at the bottom there is but one cause.

One man believes it is intemperance, another that it is money, another monopoly, another competition, another politics, another taxes, and each of these is subdivided into many differing particulars carrying with them each its greater or lesser hosts of disciples and adherents. All are causes, all more or less fertile of evil, yielding their hundred or their thousand-fold to the diseased atoms of society. But the underlying cause, of which all others are but manifestations or forms, the fundamental, ultimate cause in its practical, concrete aspects, so far as the outward man is concerned, may be finally traced in every instance to the violation of the primal law of social order—upon injustice in material things must justice in all things else at last depend.

In its last analysis of course, the moving cause to the violation of this law must be sought in the mental state of the individuals who go to make up society. That is to say—it is man himself, his savagery, his selfishness, his incompetence, in all their

forms of envy, distrust, malice, avarice and ambition that the final inward cause of all individual and social evil will be found to exist.

But, as in the beginning, the first issue of these selfish and savage qualities upon the surface of things was in attacks upon the material rights of others, the right to place, to possession, to the products of labor; and as the prevailing traditions, laws, customs and systems of to-day are largely and practically founded upon the material conditions finally resulting from such attacks, so it may be truly said, that practically the fundamental cause of the continued reign of conflict among men, with the constant and almost irresistible tendency of society to revert to anarchy and chaos, may be found only as stated, in the violation of the foundation law of rightly organized society—material justice.

Once attention is directed to this vital truth and consideration is given to the fact that a denial of justice in material things strikes at the base of all human activity, the physical life, the material body, upon whose full and free development must depend the right development of all the powers and qualities of soul itself; once these truths and their deep and awful meaning are brought home to us, we stand appalled at the prospect before mankind; for upon the violation of this prime social law has been reared the whole superstructure of society—the laws, the customs, the systems and organizations of men, industrial, social, political and religious.

Think of it, you who have the cause of humanity at heart, who hope for our people a high destiny, who love your country, your friends and your families; consider it well and cease to wonder at the mysterious virus that poisons every channel of social life, develops its deadly disease in every organization of man, and carries its awful contagion to the very altar of science and religion. Reflect upon it—that every organization and activity in society has a direct physical dependence upon industrial organization, and that everywhere we find industrial organization, founded upon systems that violate the fundamental social law of material justice; reflect further that this violation is a direct and ever-present threat

made daily and hourly by every man against the physical life and well-being of every other man—a threat against which each must daily and hourly guard himself, and is it any wonder that society is in a state of turmoil and conflict, that power is perverted to selfish ends, knowledge prostituted to lowest purposes, and religion made but the cloak of hypocrisy. Is it any wonder that organization ends in despotism or dissolution; progress in degeneration, and reform in disappointment. Is it any wonder that neighbor is arrayed against neighbor, friend against friend, and brother against brother, and that love is an unknown power in the world. Is not the wonder rather that society exists, and that such words as neighbor, friendship, brotherhood and love are known among men. With such a rotting evil at the heart of social life, rottenness and evil must of necessity characterize every organ and function, and disease and distortion and degeneration and deformity must everywhere abound.

Here at the base of material life lies the parent cause of causes of evil among organized men. The truth of it is subject to the most satisfying demonstration. That the cause of conflict and all its train of evils lies in a reversal of the basic principle of association, in a violation of the primal law of social order—justice in material things; that this is the foundation law of laws among men may best be shown by supposing a state in which the law is observed and justice in material things prevails. Suppose that to every man is restored his inalienable right to a place upon the earth, to every one denied the wrong of a larger holding than he can use, to every one is granted the products of his labor unscaled in exchange by profit and undiminished in distribution by rent, interest or unjust taxes; suppose that in distribution and exchange the fraud of money as a thing of intrinsic value is suppressed and money as the representative of an earned value deposited with society, or an order on labor for labor rendered is established among men. Suppose that to every one is given the access to the means of production without the intermediary of a rent-exacting owner or a profit-demanding employer. Suppose in short, that the right

and opportunity of robbery and theft were stricken from the systems and conventions of men, what meaning then would oppression have anywhere in government or industry? What the occasion of conflict in production, of corruption in politics, of hypocrisy in religion, of pride in society? What motive to the perversion of power, the prostitution of intellect or the distortion of opportunity? In such a state of society what significance could attach to such words as despot, oppressor, master, slave? What could poverty mean, except of mind and character? What could opulence signify except the accretions of industry and providence?

Let there be given you justice in your relations to material things, and all power of oppression over you is effectually destroyed. Practically, you cannot be oppressed except you be first denied some material, industrial right. Here is the beginning of despotism; here, the pregnant source of all social evil; here the ultimate practical cause of all the poverty, the degradation, the corruption and oppression of the world. Let there be inaugurated an industrial system that will give each his rights in relation to material things, and right and justice in every other relation of life will inevitably follow.

Make safe the foundation of physical life and the mental and moral and spiritual will take care of themselves. Get back to the primal law—thou shalt not sweat by proxy. Rear your industrial systems upon it, and the despotism and oppressions of kingcraft and moneycraft and priestcraft will disappear before its power forever. Upon its violation the great evils of the world depend. The world is mad because of this one great broken law. Its unending convulsions and conflicts are but the ceaseless paroxysms of this insanity.

How has it happened that this lunacy of man, the violation of the fundamental principle of associated life, has become incorporated into the very fabric of his laws and customs and systems of government and industry? How has it been brought about that we have a state of society so based upon a reversal of law, so contrary to all principles of order and organization, and therefore so distorted, diseased and unnatural?

CLINTON BANCROFT.

THE UNITED STATES SIGNAL CORPS.

Editor Telegrapher:—

Your letter of the 11th inst. relative to the duties, compensation, etc., of signal corps men, reached me here. In the year and a half that has elapsed since we were mustered out of the service, the conditions then prevailing, have no doubt greatly changed for the better, but I believe there is still room for improvement. Those who enlisted in the Signal Corps for service in the Spanish war were told that their duties would be confined strictly to signal service work, viz., telegraphing, heliographing, "wig-wagging," and the construction and maintenance of telegraph and telephone lines. We were to be furnished with horses, were not to do guard duty except when isolated from the main body of the army, and were not to do "roustabouts'" work. Privates received approximately \$20 per month, corporals \$24, sergeants \$40, and first sergeants \$54, with rations and an allowance of about \$40 to \$60 per year for clothing.

All were enlisted as privates with the understanding that those of us who drew warrants would receive them in the field: am still waiting for mine. As for the guard duty and roustabout work, I think my comrades will bear me out in the statement that we were held strictly up to the requirements of the "dough-boys" and "yellow stripes" as to military routine, and whenever a detail was needed for any heavy or dirty work, they called on the Signal Corps.

We loaded practically the entire cargo of the "Duchesse" at Newport News, in addition to loading and caring for sixty-three horses belonging to other organizations. At Charleston we had more of it, and when within a couple of days' sail of our destination it was discovered that all arms and stores had, through the blunder of our captain, been piled under tons of stores destined for Santiago, and no one knew in which hold they were to be found. It required over 24 hours of hard work by the entire company, toiling in a temperature of about 120, before we were successful in finding them.

All through the campaign practically the same conditions prevailed.

The observations of the writer regarding the work of the Signal Corps on this expedition led him to believe that the efficiency of the corps was greatly impaired for the following reasons:

First—A considerable proportion of the officers obtained their commissions through political influence; they were neither electricians, telegraphers, signalmen, nor linemen; they were unskilled in commissary and sanitary matters, and the health and efficiency of their men suffered proportionately.

Second—Owing to the urgent need of signalmen and telegraphers at the breaking out of the war, and the difficulty of obtaining efficient men at the low rate of pay offered by the government, examinations, both physical and technical, were largely perfunctory; inefficient men crept into the service, and every recruit of that description was so much dead timber, adding to the burdens of the efficient men.

Third—Skilled men were detailed for duties that required no skill; linemen to kitchen work; electricians to stable duty; telegraphers to "wig-wagging." These deficiencies were, in a measure corrected toward the close of the campaign, but, had Captain-General Augusti and his veterans elected to put up a good fight instead of half-hearted resistance, I am afraid the weak points in the Signal Corps management would have shown up in a bad light.

Furthermore, we were hampered by tons of useless baggage. The worthless instruments of various sorts unloaded upon the department by various manufacturers (for a valuable consideration), and "toted" around by the poor Signal Corps men from one camp to another, was an object lesson of the misapplication of public funds by unpractical officials. The combined relay and sounder furnished us was a clumsy instrument that worked when the spirit moved it; one good box relay (such as they used to furnish us when they sent us to a wreck to work on the lee side of a box-car door with the thermometer down about the zero mark), would have been worth a dozen of them, and the "buzzer-kit," a combination of telegraph and telephone, was surely the invention of the evil one himself.

Lack of space forbids an enumeration of one-half of the useless trumpery we carted around and packed and unpacked; we did not have a switch-board of any description, but one antiquated come-along without any pulleys, and no insulators. Some of the boys improvised a pretty fair six-trap board for Ponce office out of an old copper kettle, and we made a shift to get along with rum bottles for insulators.

If, at the breaking out of the war, the government had turned over the work of forming a Signal Corps to a man like Col. Clowry, of the Western Union, with his wide experience in that line during the Rebellion and since, or any of the splendid organizers among the railroad and commercial telegraph superintendents throughout the country, giving them full authority to form an efficient organization and to furnish the necessary equipment, paying the men salaries commensurate with those paid in commercial and railroad telegraph service, furnishing them with decent rations, and not permitting them to be used for pack-mules and roustabouts, the result would have been much better service with fewer men, and would have eliminated completely the political incompetents.

Under present conditions of warfare the Signal Corps men are the eyes and ears of the army, up with, often ahead of the firing line; maintaining long lines of communication and defending themselves while doing it; stringing wires amid a hail of bullets; wherever duty calls him you will find the quiet, self-reliant fellow of the crossed flags. One skilled signalman in advance of the army is worth a regiment of the old-time scouts—he does not have to depend upon the fleetness of his horse, but upon his skill in working the heliograph, the flag or the key.

Shall the Signal Corps men act as orderlies, hostlers, roustabouts, officers' servants, stand guard when with the army or any part of it, or do anything outside the line of their legitimate duties?

Most emphatically, No! unless it is a matter of indifference to the commanding general whether the best arm of the service is useful or useless.

Faternally yours, L. D. LINDSLEY.

Norwalk, Ohio, June 20, 1900.

AFTER THE BATTLE.

Members of the Order in Mexico anxiously watched for the outcome of the strike on the Southern Railway, and the news of defeat was received with regret. However, those more experienced in industrial warfare find satisfaction in the knowledge that the loss of a strike is no indication of the impotency of a labor organization, nor is defeat always attended with dire results. While those who were engaged in the struggle may, undoubtedly, suffer therefrom, the railroad company—the aggressor in the conflict—has and will also feel the effects of the battle, even though it was the victor. Public sentiment in these days of progressive thought does not approve of business methods which force employes to the court of last resort—the strike. The victory is no laurel wreath for any of the Southern officials. It is true that the Order, through its President, has acknowledged defeat, still the cause for battle remains unadjusted and wrongs unrighted, all of which is far from being creditable to the victor. Might does not make right. A crushed uprising of the weak against the strong does not make injustice, justice.

This is not the first defeat the Order has met with in its efforts to secure fair treatment for its members; and yet, the Order has thrived and many victors have experienced a change in opinions after the battle. Even at this distance from the States I hear such remarks as "It will hurt the growth of the Order in the South." Permit me to object to such an expression, which many of us old-time members have heard before and know from experience to be a dream. The telegraphers of the Southern States have reason to feel chagrined at defeat, but they will do exactly as others have done in other sections. They will brush off the dust of battle and go to work and recruit their forces. Those who have suffered from connection with the strike are too good men not to land upon their feet elsewhere, and I know that they have only one regret—that they did not win. Men who go on strike, are, as a rule, of that material which laughs when whipped. They took the chances of warfare and fought bravely; they were over-

powered and defeated. That is no disgrace. Wherever fortune may direct them they will receive the hand of a brother, and it will be an uplifting one, not the "glad" hand the non-member frequently complains of. One thing I regret more than defeat, is the item of news I read in the telegraph columns of a newspaper received just after the strike; an item which practically said that the telegraphers of the Southern Railway were responsible for defeat, owing to the fact that they failed to all walk out. The person responsible for that item should have taken into consideration the fact that many did strike, and that there are few strikes where all walk out. The telegraphed item must have emanated from some enemy who sought to cast reflection upon the Order, and, more especially, upon the Southern Railway telegraphers who did strike, and nobly, too.

The battle is over, and those who hold the Order in high esteem should set to work immediately to recuperate the vigor of the organization in the South. There is no reason for discouragement any more than has been the case in the past. Do not waste precious time in recriminations or criticism. Organize the scattered forces, strengthen other camps and let the Southern Railway do the lamentation act, as it surely will. No strike can be a failure, for every strike tends to stand as an object lesson before the eyes of railroad management, bondholders and stockholders. One dose of the medicine is enough, for it either broadens the intellectuality of officials or alarms those who appoint them and causes their removal. So far as the suffering entailed upon those who lose positions, experience has indicated to me that a great many men have reason to feel grateful that a strike knocked them out of a rut wherein they had not progressed for years. After they were obliged to move, their energies were exerted, and ere long they found themselves in much better positions, because they discovered, through necessity, that they had greater business capabilities than were required to conduct the business of a 15x20 station. In conclusion, permit me to say this: There are no men upon the face of this world whom I consider more entitled to the highest esteem than those, who, engaged in the lowly pur-

suits of life, rebel against oppression and injustice. They walk bravely away from their employment with hearts full of bitter recollections. They do not seize a rifle or sword with which to wreak vengeance upon the oppressor; but stand in idleness, mutely awaiting the result of labor withdrawn from a railroad or factory. They know it is an unequal contest owing to the ever-present labor that is willing to accept a crust and a kick in return for service. It requires moral courage to walk out, and it requires patience to submit to cowards walking in; and the striker is the better American citizen, for he respects the laws of the land at a time when patience is often severely tried. The other man creeps beneath the cloak of capitalistic oppression and greed to pick up what crumbs may chance to fall. So, as an old member of the Order, and as a man who has felt the hardships entailed by reason of association with a "strike," I extend a sympathizing hand to the Southern Railway strikers, and hope when I may meet any of them they will say; "We put up a good fight, but got worsted; nevertheless, we shall stand by the Order and strike again when necessary, even though we meet with defeat."

Remember: "Better the love that kills than no love at all;" likewise: Better for Labor the strike that fails than no strike at all while oppression and injustice exists.

J. R. T. AUSTON,
Agent I. M. Ry., Reata, Mexico.

USE THE LAW MAKING POWER.

Union men should inquire into the views and policy of candidates for the Legislature and other important political places as to how they stand on the labor question.

The power of organization can be used with greater effect at the polls than any where else, if placed in the right manner. Another thing that should be taken up along political lines by the railroad telegraphers of the United States is to have a law passed requiring telegraphers to hold a license, before engaging in the transmission and delivery of train orders. To obtain this license every operator should be required to stand an examination and test as to his accuracy

in sending and receiving telegraphic messages, who, upon standing examination satisfactorily, shall receive a license; no one to be employed in railroad telegraph or station service who cannot pass the examination required.

The salaries and expenses necessary to maintain this examining office to be derived from an individual tax of each applicant for license, to be paid by applicant whether he passes examination or not. Examiner or examiners to be experienced telegraphers themselves, and capable of judging correctly as to an operator's qualifications.

Examination to be conducted properly and in a manner to admit of no incompetent person obtaining a license, to give the applicant a personal wire test at sending and receiving in order to arrive at a just decision as to whether same is entitled to license. If operators can come together on this point, and ask for and obtain legislation to this effect, in every state in the Union, it will be a great victory won, for we all know how a railroad company will, if forced to do so, on account of strikes, etc., put inexperienced scabs in a position of great responsibility, and endanger the lives and property of others merely to break the lines of their striking employes, and to avoid granting them a respectable salary and reasonable hours of labor. Operators and young students thus picked up by a railroad company are, as a general thing inexperienced, and a danger to the public, also to the rest of the train men who are putting their lives in danger by running on their orders, and worse than all, yes, ten times worse, they are scabbing on their fellow creatures and endeavoring to deprive them of their rights. They help the corporation in every way possible to hold the yoke in place until the struggling striker for living wages and better conditions has exhausted himself in the struggle and submits temporarily, but seldom ever forgets it, and will make a more prolonged effort each succeeding time until victory at last crowns his efforts.

What becomes of this "Judas" who betrays his fellow? Well, just as soon as things get to running smoothly, and the officers have things "fixed," he is driven

on by the side of those whom he betrayed, despised and avoided by all honest men, watched with caution by those not so honest, and distrusted by those whose business he handles, until at last when opportunity affords itself he is silently rolled out of the ranks, a poor, despised, unpitied mortal of the human race.

CERT. 2708.

A TALE OF WOE.

Peter Potts was a young man of exemplary habits, tall and manly, of erect carriage, a bearing that a military man would be proud of, whose ambition in life was to be a man of prominence in his native village. Peter accepted a position as night crossing tender near a wayside inn, with the Q. Z. & W. Road. Peter, wishing to be promoted to a position of trust and rise from the ranks to the exalted position of superintendent, placed the motto "Punctuality" over his shanty door, and pointed to it with pride when any of the town visitors called to while away a few hours in his company. Peter had in mind the thought that this would reach the ears of the present superintendent, then his rapid advance would begin. After a period of 16 years faithful service, followed by the demise of the day crossing tender, Peter was promoted to the position of flagging the crossing days. This promotion brought with it the long expected increase of salary from \$7.00 per week to \$7.70 per week. The landlady where Peter boarded, having circulated the report that Peter was fond of pumpkin pie, among the kind and benevolent townsmen, who christened Peter "Pumpkin Pie," this cognomen seemed to tickle the fancy of Peter, who now reckoned himself quite an important man on the road. Since the young ladies in town were not quite foolish enough to cast their lives' lot with a man who was willing to work for such a small salary, Peter remained single. In his leisure moments, when the motley crowd of usual hangers-on were making their wise remarks as to the welfare of the future youth, Peter was wont to dwell on the brilliant prospects that were held out to those lucky enough

to acquire the art of Telegraphy, Peter oft would tell the young man of the munificent salaries paid to operators in that place we hear so much about and know so little, namely "Out West!"

Peter soon gave permission to 14 young men to place a telegraph instrument in his shanty and learn the dots and dashes and start their career under his experienced tuition. Peter soon became quite an expert telegrapher himself, but forgot the figures, and used to get rattled on some of the hard letters. Peter's wise sayings, as well as his good advice soon earned for him the title of "Philosopher." Peter's name had now lengthened somewhat and was used by the young men who were coming to the front with reverence and respect, it was "Punctuality Pete, Pumpkin Pie Philosopher." This was a name indeed, and bound to attract attention anywhere. After three years of struggle and toil, oftentimes a sad heart and weary vexations, the 14 young men wended their way to the depot, surrounded by friends and relatives, to take the train for the West, to embark each in his own career, and accept a position at \$150.00 per month, which was to be offered them when they found a road that would pay it, out in the much-talked-of West.

* * *

One summer's day, three bright young men, fresh from the East, wended their way into Colorado, and applied for positions as Telegraphers on a railroad, and were accepted on trial at the princely salary of \$35.00 per month; this was not quite up to their expectations, but as they found, to their sorrow, there were two telegraphers for every vacancy; also the experienced men had preference in time of need, they were glad to accept what was offered them, their sleeping hours were from 11 p. m. to 5:30 a. m., the rest of the time they hustled around the depot, telegraphing, unloading freight, selling tickets, etc. Here we leave them.

* * *

One beautiful June morning, four youths were seen to arise from underneath a sweet magnolia tree in Georgia and wander aimlessly along a railroad track, all going to-

wards a large city, each one seemed homesick as well as forlorn. The conversation seemed to be about homes in far away New England, but they resolved to make one more attempt, and, as they still had their courage with them, as well as their hats, and very little more, they decided among themselves that the first one getting employment was to share with the others. Arriving in the city, one of them accepted a position which paid \$18.00 per month at a station where the sun shone strong in the day time, and in the eve the darkies sang; here then was a lead-pipe cinch job, nothing to do but live and sleep and work all in the same building, save shoe leather by not walking home, and put the \$18.00 in the grocery store; the darkies' singing was reward enough for a man from the North who was not accustomed to those things and was a rare treat. But alas! the other three were hungry, and had to wait a whole month before they got anything to eat.

* * *

Five young men were shaving by a brook, the leader of them was the man that owned the razor; he was bemoaning his luck, while the others seemed to envy his possession. One and all were cleaning up in preparation for securing a position on a railroad that had agents in its stations, call bells in the agents' houses, and in fact everything convenient for the railroad. These young men were fortunate enough to happen around when the superintendent was in a mood that made him want to show his authority, also his economic principles, so he did by discharging five old men and hiring younger ones who would work cheaper. At first the young men felt highly elated at the thoughts of not only having a position, but two homes, one in the depot, and another in their house; they were at one or the other all the time; after 15 hours of hard and earnest work in the depot, they would start for home only to hear the bell ring, calling them to their other home, when the trains were on time they had supper, when the trains were late they had no appetite and did not need any. Every time they went to bed the road put on extra trains and

rang the bell. It reminded them of the familiar ring of the old cowbell that hung around the neck of the "cow with the crumpled horn," and made them think of the happy days spent in learning the art of Telegraphy.

* * *

Two young men, fat, sleek and happy, were wandering along a roadside smoking cigarettes and living at the expense of well-to-do farmers, and occasionally borrowing a quarter from the operators whom they came in contact with along the line; they were both young operators who went seeking employment in the telegraph business, and were lucky enough not to find any; hence the well rounded, bronzed and healthy look, otherwise they would be thin, pale and consumptive. They were heading for home with whiskers on the chin.

* * *

Fourteen desperate looking tramps were seen lurking near the shanty of "Punctuality Pete Pumpkin Pie Philosopher," waiting for darkness to set in, a small boy first seen them peeking over a hill after a train had passed by and notified his parents, who in turn notified the constable, he in turn formed a posse and went out to capture them; the tramps were indeed sights to behold, all tattered and torn, armed with cudgels of all descriptions, and muttering to each other and threatening vengeance against some one. Darkness was what they were waiting for to do their dastardly work. The constable left a sentinel to watch their every movement while he went to procure some shotguns before he attempted an arrest. The desperadoes seemed to know their time for action had arrived, with howls of rage they charged on Pete, shouting as they ran, "You are the son-of-a-gun that learned us to Telegraph."

* * *

On a marble slab in the cemetery not far from the railroad track is the following inscription, "A hero saved the town from an armed attack, but lost his own life. Peace to the ashes of 'Punctuality Pete Pumpkin Pie Philosopher.'"

MOSSBACK MOAN.

EXPRESS COMMISSION.

I have been keeping a watchful eye on items headed "Express Business," in THE TELEGRAPHER from the boys along the different lines, and enjoy it greatly. It is, however, surprising to me that the boys are not satisfied with the different express companies' rules and regulations, when the majority of them know that the dear express companies consider it an honor to a man to let them take charge of their business.

Boys, how many of you ever stopped to think of the steps, writing, and ragging you go through with the express business in comparison with the salary you get? Probably very few ever think of it. I for one think that the express company should pay a certain salary at every point, according to the amount of business, and not less than \$10 per month, and also pay the bond premium for their employees. I had an experience some time ago that is worth recording. I took charge of a junction point where there is a transfer of express. My monthly commissions amounted to about \$13 per month. The man whom I relieved was not getting commission on prepaid, and was drawing a large salary to the amount of \$2.50 per month, for wheeling and handling from four to five truck loads per day; good salary, wasn't it; then wonder why we grow gray early in life. I made application to the proper official for commission on the prepaid, and also for a raise in transfer; same was referred to the route agent for his approval, and lo, and behold he writes me a letter asking me if there was anything else I wanted, etc., etc. Now the question is, who are we under and what is going to become of us. This gentleman in disguise informed me if I didn't like my position I could quit. When things come to such a pass that the express companies tell us where to head in at, when we are drawing from \$10 to \$20 of their old coin, what are we going to do?

We must do one thing, and that is "line up," get every non in a hundred miles of you; let none pass, if you hold the position as agent and have operators under you, swing them in line, if you have to

drag them in. Get after these sleepy agents that so dearly love the company, and tell them the truth of the whole matter; they, as a rule, are ignorant to a great extent and think the company is their only friend, while they, the stockholders, are living in mansions and building miles of railroad upon the fruits of your labor. Wake up, boys; if every member of the glorious O. R. T. would wake up and get to the front, thousands of the nons will follow. I expect I have already said too much, so I will pass the deal up to the next man, hoping he will talk still stronger.

CERT. 3305.

EXPRESS COMMISSIONS.

I have read all that has been written with reference to the Express Commissions and note that Cert. 141 of Div. 22, would like an expression from some one on the So. Pac. If the worthy editor passes this to print, the good Brother on the M. K. & T. will get my version.

To my notion, and I only speak for myself, Wells, Fargo & Co.'s Express treats its employes very much along the same line that the S. P. R. R. Co. does, that is, fair and liberally. Ten per cent on all business handled is what I receive; it seems to me that is about right; for instance, I do considerable business with Myrtle Creek ore, a shipment originates there, charges say are one dollar, he receives 10 cents, I receive a like amount regardless as to where the charges are paid; this is 20 cents of the dollar given to the agents; now let us look at Wells-Fargo's side. First, they must settle with the railroad company for handling their car, then additional expense of officials, clerks, route agents, shotgun messengers, messengers, detectives, rents, stationery, delivery wagons, transfer agents, and the thousands of wrecks, robberies, fires, hold-ups, and the usual loss and damage that is a consequence of the business done.

I believe that when all these expenses are figured in, and the balance sheet drawn, the profit is not greater than the capital invested warrants.

On money orders we receive 30 per cent of the charges as commission. I am quite certain that the company makes very lit-

tle, if anything, on the money orders themselves, but depend on the use of the money and the interest it brings them for their profit.

As for responsibility, I sell thousands of dollars of money orders each month, and my location is not the most desirable in the world, yet by making remittances whenever I have a considerable sum on hand, I reduce the responsibility to the minimum, and it causes me no worry.

My commissions run from \$7 to \$12, and it is just that much found. The work amounts to nothing, a few scratches of the pen daily, and the task is completed, and I presume but few of us cannot find the time to handle the business.

To ask the Express Company to pay a salary of ten dollars at a station where the revenues are from \$30 to 40 per month does not seem to be just. You may handle \$10,000 per month for the company, yet bear in mind the company gets not one cent of it. The "Our Charges" is the only place they figure in, and there we also figure to the extent of ten per cent.

I seem to be the only one that has taken this stand. Possibly this is occasioned by the reason that the complaining brothers are not working for Wells, Fargo & Co.

Trying to be reasonable, I am fraternally,

CERT. 284, No. 53.

REVISION—CONSTITUTION.

The following is a portion of the revision of the Constitution to the extent that space will allow. Keep your eye steadily upon the space allowed us each month, and find all the fault with the matter that you can, but do not forget to look for the admirable part, and if there is anything you disagree with us about, drop us a little note and we will try the matter out, for we want the best, which is none too good for the O. R. T. One man does not know it all, and he never did. August Comte knew a good deal about Positive Philosophy, but when he came to write Positive Polity, he gave us to understand that there were some things which he did not know. Herbert Spencer is thought by some to be the smartest man in the world, but had he not written his Synthetic Philosophy, perhaps

we would have never known how much he did not know.

A few points to observe in the following is that: Each article deals with its own subject. Each section deals with a particular part of the subject, and can be altered or amended without scarcely disturbing any other part of the arrangement of the law. But of course the whole fabric of the Constitution and Statutes is woven together so as to show the pattern just as in the weaving of a design in cloth or carpet. Each of these loops or parts of the design is caught up, and a theoretic as well as a practical system established without superfluous words and obscure expressions.

* * *

ARTICLE I.

This Association shall be known by the name of the Order of Railroad Telegraphers, and the title O. R. T.

ARTICLE II.

Section 1. The sovereign body of the Order shall be called the Grand Division, and it shall have absolute and exclusive jurisdiction over all matters pertaining to the Order; it is the true and legitimate source of all authority, and the final resort of appeal, and there is no power vested in any officer, committee or body of members to repeal, alter or change its laws and its decisions.

Sec. 2. It shall establish subordinate Divisions throughout the states, territories, provinces or counties of the United States, Canada and Mexico.

Sec. 3. It shall establish a ritual with written and unwritten work, and shall change, alter and amend the same when deemed necessary, provide for its security and the uniform dissemination of its teachings.

Sec. 4. It shall print and furnish all charters, rituals, cards and forms necessary to uniformity throughout the Order.

Sec. 5. It shall provide a revenue to meet its expenses by per capita tax on the membership, and by fees, dues and assessments, and supplies furnished subordinate Divisions.

Sec. 6. It shall divide the railroads within the jurisdiction of the Order into systems, and mark the district of all subordinate Divisions.

ARTICLE III.

Section 1. The Grand Division shall be composed as follows: A General President, General Vice-President, General Secretary-Treasurer, Senior Past General President, Junior Past General President, Marshal, Inside Sentinel, Outside Sentinel, members composing the Board of Directors, Representatives as hereinafter provided, and all Past General Presidents of the Grand Division, all of whom shall be entitled to a voice and vote on all matters coming before the sovereign body.

Sec. 2. Each Division of the Order organized under a charter granted by the Grand Division, shall be entitled to one representative for fifty members or less, and one additional representative for the next additional fifty or fractional part thereof, and for each additional hundred after the first hundred, or for the major portion of that number, there shall be one representative. The number of members of a subordinate Division shall be computed as those in good standing at the end of the fiscal term.

Sec. 3. The chairs of the Senior Past General President, and the Junior Past General President, shall be filled by the incumbent in the order of their procession, and in their absence the General President shall fill the chairs temporarily by appointment, and shall also appoint the Marshal, the Inside and the Outside Sentinels, but in no case shall he appoint others than duly elected representatives to the Grand Division.

ARTICLE IV.

Section 1. Representatives to the Grand Division shall be elected to serve for two years, shall be members in good standing of the Division which they represent, and shall be qualified for all purposes of a representative until the succeeding biennial election.

Sec. 2. The only evidence of election accepted by the Grand Division shall be a Representative's Certificate or duplicate thereof, signed and sealed by the officers of the subordinate Division, which shall be prima facie evidence of the title of the holder therein named, either representative or alternate, to a seat in the Grand Division.

Sec. 3. No member of the Order initiated or admitted to membership in the Order after January, 1900, shall sit as a representative in the Grand Division unless he is actually employed in railroad service.

Sec. 4. Organizers, clerks or any other members of the Order employed by the Grand Division shall not sit as representatives of any Division or portion of membership.

Sec. 5. The Grand Division shall have power to determine the seating of the representative in cases where the subordinate Division has failed to comply with the requirements of the law.

ARTICLE V.

Section 1. The Grand Division shall convene in regular session on the first Monday in September, biennially, at ten o'clock, a. m., in such city as may be determined upon before adjournment of its previous session.

Sec. 2. Special sessions of the Grand Division shall be called by the Board of Directors at any time when they may deem it necessary; and they shall call a special session upon the request of twenty-five subordinate Divisions of the Order.

Sec. 3. All subordinate Divisions shall be given at least thirty days' notice of the convening of a special session of the Grand Division, and the business to be transacted shall be specified in the call, and no other business shall be done than that so specified.

Sec. 4. Twenty-five members of the Grand Division shall constitute a quorum for the transaction of business.

Sec. 5. After three days from the time of convening a regular or special session, should no quorum appear, the session shall be adjourned and the Board of Directors shall determine the next place of meeting, giving at least thirty days' notice to all subordinate Divisions.

ARTICLE VI.

Section 1. The official seal of the Grand Division shall be circular in form, and shall bear the inscription, "The Order of Railroad Telegraphers, Grand Division."

Sec. 2. The seal shall be attached to all official documents, circulars and papers emanating from the Grand Division and

its executive officers, and the same shall be recognized and acknowledged as legal when printed.

ARTICLE VII.

Section 1. The General President, General Vice-President, General Secretary-Treasurer, and a Board of Directors shall be elected by the Grand Division at the regular biennial sessions, and shall serve until the election and installation of their successors, unless relieved of their functions by due process.

Sec. 2. The Board of Directors shall consist of five members from the duly elected representatives to the Grand Division, and shall serve for four years, two and three elected alternately at the biennial sessions.

Sec. 3. The General President shall appoint two tellers and the General Vice-President shall appoint one teller to receive and count the votes. A majority of all votes cast shall be necessary to elect, and should there be no choice on the first ballot, the candidate for the office receiving the lowest number of votes shall be dropped, and so on with each succeeding ballot until a choice be made. In case of a tie vote of any two or more candidates, neither party shall be dropped.

Sec. 4. The nomination, election and installation of officers shall be the last order of business of the biennial session.

Sec. 5. None but members of the Order in good standing, incumbents, and duly accredited and acknowledged representatives to the Grand Division, are eligible to nomination or election.

Sec. 6. Grand Officers are amenable only to the Board of Directors, and all complaints or charges must be filed with the Board, who shall determine the course of procedure.

ARTICLE VIII.

Section 1. The regalia of the officers of the Grand Division shall be a black silk velvet collar, trimmed with gold bullion fringe, and the emblems of their respective offices worked thereon in gold.

Sec. 2. The emblems of the officers shall be as follows: General President, three stars on each side of the collar, and an open eye at the bottom; General Vice-President, two stars on each side of the

collar, and an open hand at the bottom; General Secretary-Treasurer, two stars on each side of the collar, and a pen and key crossed at the bottom; Senior Past General President, three stars on each side of the collar, and a sounder at the bottom; Junior Past General President, three stars on each side of the collar, and a heart at the bottom; Marshal, one star at the bottom of the collar; Inside Sentinel, two swords crossed at the bottom of the collar; Outside Sentinel, one sword at the bottom of the collar; Board of Directors, a relay at the bottom of the collar.

Sec. 3. Each representative of the Grand Division duly qualified shall receive from the Committee on Credentials a blue silk grosgrain ribbon two inches wide and six inches long, trimmed with gold bullion fringe, with the words "Grand Division, O. R. T.," the name of the place of meeting, the date of the session, and a telegraph key stamped thereon in gold.

Sec. 4. No member of the Grand Division, except the officers wearing regalia, shall be allowed to speak or vote unless wearing the Grand Division badge pinned in a conspicuous place on the left breast.

S. W. HILLER,
Sta. B., Philadelphia, Pa.

FROM MICHIGAN.

An article that appeared in the April issue of THE RAILROAD TELEGRAPHER under the heading "Government," and which was written by S. W. Hiller, who seems to be well satisfied with our present form of government, is responsible for this effort.

To govern means to control. Civilized people are controlled by means of laws, which are simply rules of civil conduct. These rules are continually undergoing changes. This must necessarily be so, for it is a law of nature that there must either be evolution or dissolution. Therefore what was the law in one century is not found to be such in another.

A constitution or fundamental law cannot endure unless it permits the law to change to meet the changed conditions of the people; our constitution does not do this, it limits legislation in certain directions; the investigator will find that no

other constitution in the world, written or unwritten, does likewise. For this reason much of our best legislation is useless, it being invariably declared unconstitutional. It is evident that under such conditions direct legislation would not do us any good. How can it? If it lies within the power of a court to say that the laws we have decided upon are invalid; in fact there can be no direct legislation in this country except in regard to the control of municipal affairs, for according to our constitution, the legislative power cannot be delegated. It belongs exclusively to the legislative branch of our government.

It is obvious that while our constitution exists in its present form, the growth of our law is restricted, and it follows that our constitution must undergo radical changes or perish.

The student of political economy does not doubt but that the present prevailing economic conditions, will in time force the adoption of socialistic principles. If we take into consideration the fact that the inhabitants of the world double in every twenty-five years, that there is no limit to the invention of labor-saving machinery, and that the capitalist, because of the ownership of such machinery must become more and more powerful as time goes on, we cannot help but realize that the condition of the laborer cannot improve under existing laws, but to the contrary must become worse and worse. It requires no prophetic mind to perceive that all the laborers will find it impossible to exist one hundred years hence, unless our government undergoes radical changes; for it is clear that at that time one-fourth of the people will control all of the wealth of the nation. They alone can secure what they want; while three-fourths of the people will necessarily be in such destitute circumstances that it will be impossible for them to get what they need; it being essential that you possess something of value to offer in exchange before your wishes can be gratified. It therefore follows that the amount of consumption will be reduced, although the number of inhabitants is increased. This means less work with more people with more machinery to do it. If the increase of wealth were more equally distributed there would be more consump-

tion, more consumption would mean more work; more work means more wealth, and if this wealth goes to all alike, there can be no limit to industry.

It is evident that the present state of affairs means ruin. Socialism is our only salvation.

SOCIALIST OPERATOR.

FROM ILLINOIS.

While perusing a copy of THE TELEGRAPHER for May, my attention was arrested by the communication from Cert. 149, Div. 39, regarding the impositions of Express Companies, because, if he be an operator, methinks he has "stuck at a gnat and swallowed a camel." Not that he has misrepresented anything; O, no! I can fully endorse all he says, but, in my view, he does not go far enough. The grievance he has shown up, in my perspective, bears the same relation to what he has left untouched as a "mole-hill does to a mountain." I mean the tyranny by which an operator is compelled to handle Western Union business gratis. The Express Companies, by allowing him ten per cent commission, virtually admit the principle that he is entitled to remuneration and encouragement; whereas, the Western Union ignores him until such time as a patron complains of the inadequacy of the service brought about by the absolute impossibility of the operator's attending to same through the stress of train-work. In this event, the Superintendent of Telegraph simply commands the down-trodden telegrapher to pay the tolls. I know an agent-telegrapher who averages one hundred Western Union messages per month more than a similarly graded adjoining station, yet, the only difference in the treatment he gets is the receipt of additional abuse consequent upon his inability to properly attend to their delivery and transmission and be in two or three other places at one and the same time, as required by his railway duties, which are paramount. Were this Express work instead of Western Union, he could at least let some of the least important of it stand over until such time as the Despatcher would allow him to peacefully perform it, and he would then receive ten per cent more than his com-

peer who did not have it to do. Query: How is a man to deliver telegrams at the extreme end of the corporation limits and block trains at the same time with any safety to the public? The soul-stirring feature of the business, however, is, after hustling your utmost and still preserving a calm exterior, to have a shallow-minded public compliment you on the "soft snap" you have, with nothing to do after the trains pass but read the newspaper.

I am not defending the Express Companies, yet I like their method of handling their surety bonds better than that of the Railways, because the Express Companies yearly return a portion of the accrued dividend, whereas the Railways take the "whole hog." In my opinion, all these companies would receive more efficient service by, in some form or other, paying a premium for honesty instead of as at present taxing the honest men to insure them (the companies) against loss from the rogues.

A WELL-WISHER.

PLEA FOR THE UNION LABEL.

I would like to write on one subject that I consider of the greatest importance to working people, and one that is seldom touched upon in THE RAILROAD TELEGRAPHER.

It is in regard to the matter of purchasing union-made goods to the exclusion of all others. To me this is a matter of the highest importance to wage earners. For my own part, whenever I purchase an article, the first thing I do is to look for the Union Label. If, as is often the case, I cannot find it, the merchant has to throw it back on the shelf, and I tell him why I decline to purchase. As far as I am personally concerned, I would rather pay 10 per cent more for an article with the Union Label on it than to purchase it without. I would not smoke a non-union cigar if I never had another smoke, nor wear a non-union hat or anything else, when I can possibly get union-made goods. I believe this idea should be brought squarely before the brothers and constantly agitated.

Hoping to see more upon this subject.
I am,

Yours fraternally,

C. A. SCHRUM

FRATERNAL

Chesapeake & Ohio, Div. No. 40.

James River Division:—

Again it has fallen to my lot to write for our valuable TELEGRAPHER relative to the Order in general, and our last meeting, which was held at the Masonic Hall, Clifton Forge, Va., Wednesday night, June 20, with about twenty members present. Our regular officers were at their respective places.* One new brother was added to our list and we have the promise of a good many more in the near future. Some other very important business was transacted. We had three applications from members to teach telegraphy. Two were turned down and one granted, the latter being a wife of the brother, the former brothers-in-law. Our next meeting will be held at the same place some time in July, and we want all who can to come. We will have before the house a very important question, one from which we hope to derive great benefits and we want a large vote. Will also have an ice cream feast for this occasion, and we ask that every member put forth a special effort to attend.

Brothers, it is distressing to see how many non-members and students we have on our system. It shows up bad for us and still we have been working upon them long and faithfully, but it is never too late to do good, so let's get after them with all of our strength. Some have promised us, but that will not do. What is worth doing at all is worth doing Now. You "nons" have all to lose and nothing to gain by putting this matter off, and all to gain and nothing to lose by sending in your application at once. You cannot tell how soon you may need help. And who will give you the help that we offer you? Who will uphold you in case of trouble and unjust treatment? Who will adjust your grievances? Would you fight it alone rather than have thousands to help and back you in it? Will you men deprive yourselves of the benefits of our Order for a few cents per day of your daily wages? Just ask yourselves the question. No. You cannot do it, for you are doing yourselves as well as your families an injustice. You are losing these benefits yourself and your families will be lacking for support after your time has passed, when you could have left them \$1,000 by taking this amount of insurance with the O. R. T. which only costs you \$7 per year. If you have all the money that you want, if you are satisfied with your surroundings, your present and future prospects, if you expect to live forever or have a lease upon life, then the O. R. T. nor the insurance feature either does not concern you, except that under these circumstances you should be willing to assist your fellow workers who have been less fortunate. But, my friends, I know that such is not the case. None of us are satisfied

and we cannot depend upon the length of our days. We may be in life to-day and in death to-morrow.

Why not prepare? I know that very few telegraphers have made enough with which to protect their families, even for a short while, in case of death. Why? Because we do not get enough money for the work we do. We are the poorest paid class of men in the railroad service. Why? Because we are not thoroughly organized, and hence not prepared to ask for and demand what rightly belongs to us. You will ask why are we not organized? It is because you will not help the hand that has helped you. You refuse to give back even a part that has been given you by the Order. The O. & T. does not ask the railroad company to help Order men alone (if we only could). We ask for help for you as well as for ourselves and you have gotten it; but now, what do we get in return? We get abuse from some, kind words from others, but the majority of you return evil for good and still continue to do us all the harm that is in your power.

You men not only talk against our Order—if that was all it would amount to nothing—but you fill your offices with students. You are not satisfied with a raise of \$5 or \$10. You still claim that you have to do outside work in order to live, that your salary is too small, etc. That's all good enough, but bear in mind the fact that when you are teaching these men your profession you are building a house to fall in upon your own head. These students are taking the places of good and deserving men who are out of work; furthermore they have been known to get the positions of their teachers, and if you would only look at the matter in the right light it is no more than they justly deserve. It is just like everything else that we have to sell. If the market is flooded with a certain article the price necessarily becomes low. If we flood the market with labor we may expect the same decrease in the price. We are sellers of labor the same as the merchant is a seller of goods, and why should we not be allowed to put a price upon what we have to sell as well as the merchant? Suppose the merchant had to make his living by accepting the price that the buyer chooses to offer for his goods? Well, that is our fix exactly. We can set no price and therefore have to take whatever we can get, rejoice and be glad. How do you think that a change could ever be made in this question? Is it by withholding your membership from us? Is it by boot-licking the railroad company and talking against our Order, when you know down deep in your hearts that it is our *only* earthly hope? Is it by teaching others your profession? No, but here is what we need: It is SOLID ORGANIZATION, and that we must have or lose. We have been working faithfully upon some of you old

fellows for six or eight years and as yet we are unable to impress upon you the importance of this step. I am told that several of the older men on the Mountain District object to the Order, their excuse being that it is run by a parcel of boys and that they have no good men at the head of it. It goes to show that they know nothing of the workings of the Order, but they simply put forth this argument as a loop hole through which to escape, knowing well at the time that it is a good thing; but that almighty dollar! It looks so big, so round, so bright and so pretty when about to leave its old resting place to go among strangers, but I will assure you that it will never lack for friends wherever it goes, but will find many among the garnerers of the O. R. T.

Friends, we are not asking you to invest a large sum of money in something that is unsafe. In fact, your money is the least object of consideration. We want your influence, and your name upon our rolls, in order to help further the plans of organization. We earnestly wish that we could take you in free of charge, but, of course, it takes money to keep up the Order, and why should you hold back, when for less than four cents per day you could keep in good standing, derive all the benefits from the Order and carry \$1,000 insurance on your life. For God's sake open your eyes and look. You cannot help but see what mischief you have wrought. You cannot help but take in the situation as it is. For instance, why did our brothers lose the Southern Railway strike? Because you had men ready to take their jobs and at a smaller salary if need be. By teaching these men, you are (as before said) cutting down the price of labor, and keeping good business men out of work. You are pulling down our Order as fast as we build it up. You are cutting your own throats, and in plain and true words, you are simply stealing from yourself, your family, and from thousands of your fellow men. How dare you say it is false when you are doing it day after day and year after year without as much as a thought of the final results.

Some of you may think I am rather harsh, but I do not mean to be at all. I do not mean to offend any of you, and I hope that none of you will take offense at what I have said, but, my dear friends, this student business has become so unbearable and ruinous to our profession that I am forced to speak my mind, and that plainly, though in your behalf as well as in behalf of that which I represent. Will you not help us, men? We have begged you with tears in our eyes, have shown you many favors, have helped you financially as well as in many other ways, in fact, have done all that a people could do to promote your welfare; and still you refuse! It is a shame, a disgrace to our profession and to American labor in general. Therefore we earnestly beg that you give up your students, join our Order, stick to us through thick and thin and victory SHALL be ours. Will you do it or will you not?

Before finishing this student question I wish to show, in one instance especially, what damage

it has done. There is a nice old gentleman on this Division who has gotten a raise of \$5 through our efforts, whom we have been after for years. He will not join, but continues to teach students, thus wrecking our present and future prospects. When the Southern strike was called, he had a son on that road, who, I am sorry to say, was not a member, but a man nevertheless, who walked out with the boys and his father's student is there working his job to-day. Did he not know that when he was teaching this man that he was taking a job away from his own son, or from one who should be as near and dear to him? Should this not be an object lesson to him and to all who engage in this destructive business?

Brothers, will they ever learn? What can we do to impress them? What earthly inducement can we offer? They have received through our hands large quantities of money. We have offered them protection for themselves and families at a small cost, and have begged them to join our Order, accept our friendship and brotherly love, and they will not. Cannot some brother devise some means by which to move these "Rocks of Ages?" We have exhausted every effort known to our membership in an attempt to bring about a solid organization on our road, but so far all has been in vain. Some good brother will please give us a new idea, so that we may continue our trials, for they say, while there is life there is hope.

Another question that is equally as important is the question of attending the meetings of our Order. Some of our members have never been inside the Division room, and therefore, are entirely ignorant of what is going on. It is there that our interest is looked after. Correspondences read in regard to the workings of the Order. All questions discussed. Reports shown stating the progress that has been made during the month, etc. We should not miss this opportunity to learn what the Order is doing for us, for when we do not go to these meetings we become careless and indifferent and will soon lose all interest in it. And when you do go, don't be all enthusiasm while in the hall and forget it as soon as you step from its doors, but keep the question fresh in your minds, and strive every day to better the condition of affairs in some way or other. Above all, don't forget to pay your dues promptly, for we have no more members than we need.

To those who failed to pay the special assessment, account of the Southern strike I would like to say that you have acted very unwisely indeed. You have helped the railroad company instead of your brother. You have lost your standing in the Order which has protected you in time of trouble, and worse still, you have broken the solemn obligation you took upon yourself when you swore to help all worthy brothers. Their cause was a just one, and this small amount which we were asked for to help them in their time of need, should have been given willingly and cheerfully, knowing that some day we may have to ask a like favor of these very brothers whom we

have turned our backs upon. I hope that all who have failed to attend to this will feel bitterly ashamed, repent of their sins, and have the matter adjusted before their names appear on the rolls of the unjust.

And here is another question that we wish to impress upon all of you. Did you know that we have much to be thankful for? We have been shown many favors. We have never been refused passes to and from our meetings. We have never been refused a hearing in any case when applied for. All of our grievances have been settled satisfactorily. We are recognized at all times by all of the officials, and we have never been refused money when asked for, for we ask for nothing out of reason, and for nothing that does not rightly belong to us. Let us all remember that we are not working for the Southern Railway, or the Scab Route, as it should be called, but that we are working for white men and gentlemen, and that we are treated as such. Let us appreciate the kind and gentlemanly treatment at the hands of our officials and show them our appreciation by giving to them the very best service, thus proving to them that organized labor IS THE BEST.

Yours in S. O. & D.,

DIV. COR.

Ashland Meeting:—

A very interesting meeting was held here on the 23d. Although our crowd was small it was a splendid meeting, and no doubt some of the brothers would like to have been present, but of course they don't know what they miss each month when they stay at home.

The following brothers were present: J. R. McAllister, Paint Creek; W. D. Hiser, Russell; W. D. Diddle, Russell; M. L. Harrison, Scott; H. K. Shaw, Mentor; W. M. Vicroy, Limeville; W. L. Franks, Buena Vista; H. L. Willis, Zion; A. S. Black, Concord. These meetings are not attended as they should be, and why it is I can't see. You surely can arrange to attend at least once a month, however. We have members that have never been at a single meeting and I don't suppose they ever give it a passing thought. But stay at home and wait until you get a grievance and want our assistance, then you can't get to meeting quick enough, but want a special meeting called. How do you suppose your Local Chairman feels when a brother does a trick like this? Why he don't care whether you lose out or not. That is what he thinks exactly.

The union meeting which was held at Huntington on the 24th was represented in the person of Bro. G. P. Grogan, our genial Local Secretary and Treasurer of Russell.

The Cincinnati Division has been unfortunate in losing two of their operators by death, Mr. Geo. Amos, of Manchester, Ky., and Mr. Tim Hooter, of "NA" office, Cincinnati. Mr. Amos leaves a wife and two children, and Mr. Hooter's wife being dead a few years previous to his death, no children. Will close with the following notes:

Bro. Glenn, of Foster, is proving himself to be quite a la Riley Grannan, the plunger.

Bro. Traber, of Concord, we have never received those invitation cards. You are old enough to settle down, so don't fool her any longer.

Bro. Vicroy returned a few days ago from his vacation. While off he was out among the Hoosiers.

Our good Bro. Manlove, of Vanceburg, failed to get to the meeting on account of the illness of his wife. "H," we hope she will improve.

Bro. J. R. Coleman, of Riverton, is spending a few days "way down yonder" (the East). "JR," why don't you come to meetings once in a while?

Bro. Reed, of Wellsburg, relieved Bro. Easman, of Gray's Branch, he being on the sick list.

We have another brother at Gray's Branch that has never been to our meetings. Wake up, Bro. Bennett, and come out occasionally.

Bro. Briner is still drawing pay for sleeping nights at Limeville.

Bro. Aumiller never attends the meetings, but he works, and Bro. H. L. Willis is always on hand.

At "SV" cabin we find two good hustlers in Bros. Allen and G. F. Willis, even if we do have to walk five or six miles to get to meetings.

Bro. Rinehart, of Glenn, manages to attend all the shindigs in the country, and from all reports he is quite a jig dancer. Get after Mr. Jones; he should belong before this.

Bro. Murphy still counts up the tonnage for the west-bound freights. You also have a "non" who is drawing \$5 of our money each month. Can't you tell him where he is wrong?

Bro. Wheeler has accepted the position as day operator at Manchester, but "13" he don't like it. He and Bro. Franks of Buena Vista, got along too well, and chances are he will return to "BV."

Bro. Black, our genial night man at Concord, is back in the fold and is better satisfied than ever. Taken via goat line last month.

Bro. Thompson, agent at Carrs yearns to get back to his first love, Manchester. Rest easy, old man, it may come yet.

Bro. R. L. Stairs, can you do something for Bro. Byrne and get him out to a meeting just once? We would like to see how he looks.

Bro. Shaw, of Mentor, says the new time card suits him pretty well. Come out again to see us. Glad to see you last month.

Bro. Hiser says the new time card was made so he could rest some during the night. Bro. Tulley swings the levers with him day time.

Bro. Salzman goes along at "MD," and we never hear a word from him. Must be getting along "OK."

We cannot keep track of Bro. Jaynes, but it does your heart good to hear him rattle the Morse off when he is at work.

There are several other brothers, but cannot recall you at present, so do not be slighted.

JIM.

The Hinton Meeting:—

A meeting of the Greenbrier and New River Districts was held in the Masonic Hall, at Hinton, W. Va., on Friday night, June 29, and although there had been a misunderstanding as to the night of the meeting, quite a goodly number was present. Local Chairman Bobbitt being unable to attend, the meeting was called to order by Bro. Jas. Rushford with Bros. Holt and Leach playing "first and second base."

After considerable delay in getting the electric lights turned on (none of us having a match), we proceeded to the regular order of business, and found there were two candidates awaiting initiation, which they got to their satisfaction, and ours, too, they coming out alive, and as full-fledged brothers. They were J. E. Bass, of Caperton, and Walter Gillespie, of Halfway. After the disposal of the candidates, other smaller matters of business were attended to, and a general good time had, even if there were not many of us there.

A correspondent for THE TELEGRAPHER was named, and instructed to tell about the meeting, and more, too, under penalty of having a full meal given him at the next meeting, which we know would result fatally with him.

Bro. Holt gave us a very interesting chat on the Order, its plans, object and benefits, which aroused considerable interest, and "thusiasm" Following this were speeches by Bros. Rushford, Graybill and Leach on different subjects, principally the best things to be done to those who were not there. It was ordered that each and every member on the two districts be requested to either mail to Secretary Jas. Rushford, Hinton, or bring with them to the next meeting a legal excuse for his absence from the meeting held on June 29, said excuse to be witnessed by at least two disinterested persons and indorsed by either the overseer of the road or a candidate for constable in their respective districts. No deviations will be made, except as to be agreed upon at our next meeting, when you surely will try and muster up enough "nerve" to be there.

The next meeting will be held in the Masonic Hall, Hinton, W. Va., on July 27, at 8 o'clock, P. M., central time, and on the fourth Friday night of each month thereafter, and we hope that as we are to have on an average of four or five candidates to initiate each meeting for some time that all the boys (and girls, too) will make an especial effort to be present.

If all the membership on the Greenbrier and New River Districts would be at every meeting for six months there would not only be no "nons" on the two districts, but a better situation of things every way would result, and we would all know what each other is doing, and if one needed help we could help him and a better feeling for one another cultivated, kinder treatment and more harmony every way.

No. 7 gets into Hinton in good time for all the Eastern brethren and sisters to come, and there is no reason why they should not if they only would try, and it is certainly to be hoped they will try, and as to the members on the West-

ern end, they can all get there on No. 16, and back on No. 1, and freight the same night and only lose part of one night's rest, which is a very small thing when it comes only once a month, and every one has lost that much rest in a less noble cause than ours, and it's now time for all to be aroused to see things in their proper light, and do their duty.

You all know that if there has been a friend to the operators anywhere, it has been the O. R. T., and we trust you will not turn this friend down by staying away from the meetings, and if you have objections to the Order, come to the meeting and talk over the best remedies, and let us see what can be done to bring you and the noble order to a better understanding of each other.

Hoping to see a full attendance at our July meeting, which will be on the 25th inst. I will bid you "GN" and answer my call to tell "J," at "H," that "72" is coming, for you all know how he is.

CERT. 240.

To All Members, Div. 40:—

Please address me until further notice at Russell, Ky.

Yours in S. O. & D.,

G. P. GROGAN,
Local S. & T.

Philadelphia, Pa., Div. 30.*Cape May Division, W. J. & S. R. R.:—*

The idea of a Division in Camden is very popular on this pike. Such a Division would have a long list of West Jersey names on its roll. Let us have it by all means, and the sooner the better.

Bro. A. Schnetzler does the "owl act" at Glassboro. The fifth man with an up-to-date at "G."

Bro. H. P. Nicholson, of the L. I. R. R., was among us recently. He looks as if Long Island thoroughly agreed with him.

Those regular monthly meetings are rapidly developing some rapid sprinters. The Jersey boys seem fated to have to run for the last boat. Bro. J. P. Lloyd is the undisputed champion, while Bro. "Whiskerless" Lee is the champion of the rear. "RJ" don't take a back seat to anybody with the squaws on the boat, though.

Mr and Mrs. P. Beckett, of Newfield, have the sympathy of all the boys in the loss of their son. Pete has had much more than his share of hard luck lately. Remember that it is always darkest just before dawn, though "F."

CERT. 240.

Atlantic City Division, W. J. & S. R. R.:—

This Division of the P. R. R. is no longer an ordinary "pike," but is indeed one of the finest and best equipped lines in the country. Already the seashore travel thereon is enormous, early as the season is. A new stone-ballast road-bed has been put down from end to end and the automatic signal system is complete in every detail. All express trains make from sixty to seventy-five minutes their run between Philadelphia and At-

lantic City in every instance. A new and beautiful tower and electro pneumatic machine is to go in service soon, and may be in operation now, at the junction of the Atlantic City and the Amboy Divisions, in Camden.

Bro. McElmoyl, we are pleased to note, is located at Absecon.

Bro. Graham has returned to the old reliable W. J. & S. Hope your health will continue to improve, Bro. H. H.

A new grand stand has been erected in the vicinity of Haddonfield ball grounds. Accommodations limited.

It is learned that boys along the line are hastening to get their *new cards*, and it is plain to be seen that *our associates behind the fence* are at least doing some thinking.

Our S. and T. reports the "question box" as doing excellent work just at present. PO.

New York Division, P. R. R.:—

Our old standby, Opr. McCauley, at "3" office, Mantua, has been taking his annual weekly rest. Mac, who was one of the old-time telegraphers, was a delegate to the Reading Convention of Redmen. Opr. Bill Thorn, Cornwallis switches, spent his annual seven looking up things at the convention in Philadelphia. Both relieved by Opr. Bro. Boland.

Vacancies to date, "CA" and "W," Tacony. Opr. Geo. Cutler, "D" to "DO," last trick. W. V. Murray, "W" to "D," nights. We hear there will be several vacancies to fill about September.

We greatly regret to lose "SZ" at "SY," first in every respect. However, hot stuff "XO," at "PX," balances the account admirably.

The strike of sectionmen, erstwhile known as the Shanghai strike, probably on account of the methods used to suppress it, is at an end. Our wires were kept at fever heat while it lasted. The \$1.50 per day is still visionary. No doubt they should have it, but gentlemen, it's a hard thing to buck the tiger successfully without plenty of backing—organization—"In union there is strength." We knew that once, but forgot it. Organization is a necessity; to an end is a sure winner. We need you, even if one at a time, to keep the ball rolling. CRT. 251.

Born to Bro. and Mrs. A. J. Boland, June 27, an eleven-pound girl. Strictly O. R. T. Congratulations.

P. T. Division, P. R. R.:—

Bro. H. Kerns is on an extended leave of absence in the West for his health. Denver, Colo., will eventually bring about the desired results. Hope for your speedy recovery, Bro. K.

Bro. James A. Donohue is now located at "PX," stationmaster's office, Broad St. Station, on the middle trick. Jim appears to like the change, and is holding it down like a little major.

Vacations are about under way now, and "the man in pickle" will soon be in it again.

The new South St. electro pneumatic tower is being rushed to completion, with Bro. Conway at the reins.

Bro. I. F. Gill is taking things very *coolly* these warm days.

There is talk of Bro. Good being appointed Chief Fire Marshal in his district.

The schedule has been again added to, and the 500 mark has been all but reached. It is now making the boys on the elevated hustle.

Bro. Wivel is now holding down the last trick at "B," on account of change of levermen at that point. Dick appears to like it. COR.

June Meeting, Division 30:—

Has gone on record as one of the old-time gatherings. Election of officers for ensuing year taken up, resulting as follows: For President, J. L. Hughes (re-elected); First Vice-President, P. D. Sell (re-elected); Second Vice-President, J. P. Simons, vice Bro. Hutton; Secretary and Treasurer, James Hutton; Bro. L. K. Marr retaining the Pastship. The balance to be appointed in July, installation of officers to be taken up at same time.

Many important matters were disposed of, and on adjournment at 10:30 P. M., all present retired to another part of the building, where the balance of the evening to 12:30 was spent very pleasantly.

Many visiting members were present, among them being Bro. Swain. Speech-making was a feature of this event and Bro. Swain was heard from by the interested listeners at some length, particularly so with reference to his Southern travels recently. Bros. Hiller, Brannon, Hughes, Lee and others were called on and responded. The stewards are to be complimented in their work of having such a complete table, even to flower decorations. The absentees missed a treat. All went home well pleased and are again longing for the next unannounced event. All should be present in July. A dozen or so petitions to be taken up, and reading of new by-laws. Dues for present term beginning July 1 (\$4.50) for six months should have your consideration at once, or write your S. & T. about it, if not already paid. Quite a number have already responded. Have you got your Southern Ry. assessment receipt from St. Louis yet? This is important.

Yours in S. O. & D.,

DIVISION CORRESPONDENT.

Elizabeth, N. J., Div. 74.

In the last issue of THE TELEGRAPHER we notice mention was not made of Mayor Mack's name in connection with our Smoker, which was held on May 16. This, we suppose, was an oversight, but as it is never too late to do good, we will do justice "to our venerable Mayor" by saying that he was in our midst that evening and after being introduced to the audience by our worthy Bro. T. H. Fox, Mayor Mack delivered a brief and interesting address that was well received. The Mayor is an old-time operator and some years ago was in the service of the C. R. R. of N. J.

We notice some few new men coming on the C. R. R. of N. J. Unfortunately, they appear to all be "nons," but we have a line on 'em.

The By-Laws Committee held a meeting on Saturday evening, the 23d, for the purpose of drafting a new set of by-laws, which will be placed before the next regular meeting for adoption.

Remember, brothers, that your dues for the last half of 1900 are now due. It is hoped that those delinquent members will come to time ere long. Be up to date and get a new card. Please do not leave it the unpleasant duty of our secretary to call your attention to this matter.

Bro. M. J. Kelley, who has been rusticated in "Colorado, the magnificent," since last November 1899, we are pleased to announce is improving in health in that far-off land.

Bro. Fox, of "R X," reports everything all solid on the Sound Shore R. R. Tommy is all right.

Bro. Jones, formerly at "FX," nights, left for some objective point in the West. Success to you and good fortune, Eli. C.R.T. 439.

From the G. H. & S. A.

The Telephone Girl.

She is modest, but not bashful,
Free and easy, but not bold;
Like an apple ripe and mellow,
Not too young and not too old;
Half inviting, half repelling,
Not advancing and not shy;
There is mischief in her dimple,
There is danger in her eye.

She has studied human nature,
She is schooled in all the arts;
She has taken her diploma
As the mistress of all hearts.
She can tell the very moment
When to sigh and when to smile;
O, a maid is *sometimes* charming,
But the telephone girl *all* the while.

Are you sad? How very serious
Will her handsome face become!
Are you angry? She is wretched,
Lonely, friendless, tearful, sad.
Are you mirthful? How her laughter
Silver sounding will ring out.
She can lure and play you,
As the angler does the trout.

Ye old operators of forty,
Who have grown so bald and wise;
Young Americans of twenty,
With the love look in your eyes
You may practice all the lessons
Taught by Cupid since the fall,
But I know a little telephone girl
Who can win and fool you all.

To our friend "RU" at "DE." Say, Bark,
if you love the girl, why don't you marry her?
We are all hungry and would enjoy a good spread.

C.R.T. 1000, Div. 53.

New York Div. 44.

The first meeting in June was called to order at 8:30 P. M., Wednesday, June 6, with President P. H. Enright presiding, and all other officers at their respective stations, and thirty-six members in attendance.

Three petitions for membership were placed before the meeting and accepted.

P. H. Enright, Chairman of the Board of Adjustment, submitted a report of the work performed by the committee on May 5, when the Board of Adjustment met General Superintendent W. F. Potter and submitted various matters. This report received proper attention and the committee received further instructions, which will be made known at a later date.

On account of our regular meeting falling on July 4, it was arranged that we call the first meeting in July on the 11th day, and a dispensation be requested from President Powell.

Bills for \$13.30 were read and ordered paid.

Opening under new business, Secretary and Treasurer J. F. Hinterleiter was granted permission to use the floor. In an address to the meeting, and in particular to the President, he made some very complimentary remarks. Last, but not least, he presented President Enright with a gold-headed cane as a slight token from the members of Division 44 as an appreciation for the past services performed by him. President Enright, in return thanked the members for their kind remembrance and assured them that he would never forget the "boys" of 44.

This being the regular meeting for election of officers for the ensuing year the chair appointed as tellers J. H. Van Loon and F. M. Capach. The nominations were made at a former meeting. We simply give a result of the elected officers:

President, P. H. Enright; First Vice-President, T. A. Gleason; Second Vice-President, L. D. Zeek; Secretary and Treasurer, J. F. Hinterleiter; Chairman Board of Adjustment, P. H. Enright; Members (Towermen) J. F. Hinterleiter, McGovern and J. H. Dunlap; (Agents) Thos. Hawkins, F. F. Beale and H. L. Hedger; Board of Trustees, Chairman, R. E. Enright; T. J. Stack and the Duke of Buckingham. Marshal and Inside and Outside Sentinels, also other committees, will be appointed at the next regular meeting, July 11. Meeting closed in due form at 12:30 A. M.

The second meeting for the month of June was held on Tuesday, June 19. Deputy President Thomas Franklin Noon called the meeting to order at 10:30 A. M., and filled the chairs as follows:

Lewis Samuel Brown, Deputy First Vice-President; R. D. Matthews, Deputy Second Vice-President; Chester Sylus Curtis, Past President; Henry Everdell Place, acting Secretary and Treasurer, with Bro. D. W. Dean, Secretary and Treasurer, N. Y., N. H. & H. System Division 80, acting Marshal; Alveta Bailey, guarding inside door, and Walter Thos. Penny protecting outside.

Minutes of previous meeting read and adopted.

The transfer card from Division 52 in favor of Grant West was accepted.

Bills amounting to \$2.68 were read and ordered paid.

Bro. O. H. Hudson, from Corona, was reported on the sick list.

The day meeting members, being authorized to elect deputy officers the chair appointed as tellers McGovern and Collins. The following is the result: Deputy President, T. F. Noon; Deputy First Vice-President, John Cummings; Deputy Second Vice-President, W. T. Penny; Deputy Secretary and Treasurer, H. E. Place. The Marshal and Inside and Outside Sentinels will be appointed by the chair at the meeting on July 17. Nineteen members were present and a very pleasant time was spent.

The secretary issued his semi-annual circular letter. Any member who failed to receive a copy will please address the secretary for same.

L. I. R. R. News:—

On June 15 the following towers were put on eight-hour basis, and tricks filled as follows: East New York, first trick, Bro. P. H. Enright; second, Bro. Richard M. Meaney, and third, L. S. Shepard; Jamaica Cross Switches, first trick, Bro. Geo. W. Hilley; second, Bro. E. R. Collins, and third, Bro. H. E. Blecker; Rockaway Junction, first trick, Bro. D. H. Powers; second, Bro. J. H. Dunlap, and third, Bro. McGovern; Dutch Kills Draw Bridge, first trick, Bro. E. H. Roe; second, Bro. J. J. Gallagher, and third, Bro. A. L. Kipp.

Bro. W. W. Dyer promoted to train dispatcher on N. Y. & R. B. Division, 7 A. M. to 7 P. M.

Bro. N. V. Smith promoted to private secretary to Mr. H. Martin, superintendent M. P.

Bro. T. White promoted to chief clerk and operator in "CA" office, Morris Park.

Bro. F. F. Beale promoted to Pier 32 E. River, as chief clerk to freight agent, Mr. Downes.

Bro. A. V. Caldwell has recently secured a very nice position with the Vinton Colliery Co., at Vintondale, Pa.

Bro. W. H. Clark is now located at Glencoe with the B. & O. R. R.

Bro. F. C. Hyde, towerman at Blissville, and Bro. O. H. Hudson, towerman at Corona, are reported on the sick list. Bro. P. H. Hayes fills the vacancy at Corona.

Bro. F. W. O'Lovesky is now working in the message office at L. I. City.

Bro. G. W. Penny, relief agent, is spending a few days at "MS" office, Flushing.

Bro. F. A. Rogers, formerly from the C. R. R. of N. J., is now with us and located at Ocean Ave. tower.

Bro. D. J. Deacy, towerman Thompson Ave., was called to his home in Pennsylvania suddenly during the first part of June to attend the funeral of his uncle.

Bro. Thos. Hawkins, agent at College Point, accompanied by his wife and son spent a two weeks' vacation in Camden, N. J.

Bro. J. S. Griffing, who conducts a general store at Cutchogue for the past three years, still remains loyal to the cause. Bro. G. always re-

mits his dues in advance. This sets a noble example for our L. I. members to follow who are still handling the key.

Bro. Geo. L. Hawkins, formerly agent at Woodside, is now located at Woodlawn, N. C., where he is engaged in the mining business. Bro. Hawkins is still a loyal member.

Bro. C. D. Smith, formerly agent at Greenlawn, is now located in Pittsburgh, Pa.

Bro. D. W. Dean, secretary and treasurer N. Y., N. H. & H. Ry. System, Division 80, spent a few days in the vicinity of Brooklyn.

Bro. C. W. Appleby is now with the Northern Pacific Ry. and located at Muir, Montana. Bro. A. used to work at N. Y. Ave.

Bro. C. E. Downie promoted to agent at Good Ground. Bro. D. formerly worked for the Manhattan "L" in N. Y. City.

Bro. H. O. Easton, towerman at Queens, is at present entertaining his brother.

Bros. W. H. Elwell and M. T. Carman, two old reliables, are still holding down Freeport.

His "Grace," the Duke of Buckingham, was put on trial June 26 for "some indiscretions." Bro. J. M. Wilson acted as counsel and Bro. R. E. Enright as district attorney. Numerous other brothers were present and acted in various capacities in giving legal advice, etc. We are sorry to say no just verdict was rendered at the close on account of limited time. A very enjoyable evening was spent. Thanks, "Beards Nest."

Bro. R. M. Meaney, the genial towerman at East New York, has cultivated a full beard, of which he is justly proud.

Bro. H. N. Webster is working considerable overtime on account of the races.

The Pennsylvania Ry. officials made a tour of inspection over the L. I. R. R. System during the first part of June.

Manhattan Beach Junction tower will not be open this season, much to the disappointment of many of the boys.

Bro. C. G. Curtis, the genial and sleek and well groomed relief towerman No. 3, has become very popular among the Ladies in the vicinity of Winfield. The truth of this statement can be verified by the day towerman at Winfield, who saw "bouquets" being handed to Bro. C. G. Curtis on numerous occasions, especially on June 23.

First Vice-President Dolphin visited a number of members of Division 44 on June 12.

Bros. J. P. McCauley and Jesse James Wilkins are having troubles of their own at Woodhaven Junction, as the summer schedule makes that a very heavy point.

Bro. A. J. Wood has been working overtime at Ocean Ave. Bro. Wood is very much at home there.

A number of the members of N. Y. Division 44 are again planning to visit Elizabeth Division 74 in the near future. We will then give "the Lams a hot time."

Bro. F. K. Terry, agent at Southold, is one of our latest "converts," also Bro. Halsey at Eastport.

On account of a misprint in the Directory, we beg to state here that meetings are held on the following dates: First Wednesday evening, 8 o'clock, and third Tuesday morning, 10 o'clock, of each month.

Bro. F. W. Conklin, Deer Park, is entertaining many guests at his "Idle Moments" summer home.

Bro. C. D. Cummings promoted to the relief position on Manhattan Beach and Atlantic Division.

Bro. E. C. D. Combs, Lynbroke, as a rule spends his day off visiting relatives (?) in New Jersey.

Bro. Hendrickson, agent at St. Albans, is very busy making flower beds and beautifying his lawn.

We are glad to know that the family of Bro. J. C. Major, Valley Stream, has again recovered from a long serious illness.

Bro. J. Fox, Jamaica Air tower, is doing justice to the place, and the summer time table will make this one of the "busiest" towers on the system.

Members of Division 44:—I beg leave to inform you that Bro. H. E. Place has been appointed as assistant Secretary and Treasurer and Division Correspondent. Members are requested to assist him to gather news for publication and sending same to his address on or before the 25th of each month, 147 Twelfth St., Long Island City, N. Y. J. F. H., Secretary and Treasurer.

The summer schedule went into effect on June 29. It is claimed there are 1,500 regular trains on the schedule each twenty-four hours. The system covers 375 miles of track.

H. E. PLACE,
Division Correspondent.

Wilkesbarre, Pa., Div. No. 67.

Meeting called to order at 8:10 P. M. The election of officers for the ensuing term was held, with the following result:

E. E. Evans, Local President; A. A. Brown, First Assistant; Stanley Warner, Second Assistant; A. Mann, Past President; Jno. Nelligan, S. & T.

Installation will be held next meeting, July 9. Hope the boys will be around in full force. We will have a "clam bake" after meeting. Commencing July 9 there will be two meetings a month, instead of one as heretofore, the second and fourth Mondays of each month.

Bro. McKay rendered an elaborate report of the Legislative Board meeting held at Sunbury, Pa.

Born to Bro. and Mrs. W. W. Brown, of Wanamie, Pa., June 14, an O. R. T. boy. "W," be sure and teach him the true principles of the O. R. T.

We will line the boys up as follows:

At "BU" office we have Bro. McKay, days, with lots of work, with Slogh, nights.

At Laurel Run is Bro. Meighan. Wonder why "MR" didn't want meetings held on Wednesday evenings, "HI"?

At Mountain Park Jno. McGuire, days, and Bro. Evans, nights. "RN" keeps the wildcats away by playing a few selections on the violin.

At Ashley we have a solid O. R. T. office, and boys that earn their dough—Bros. Williams, Corrigan, McNeal and Copyist Nelligan.

On Branch we have Bro. Mann at Sugar Notch, Bro. Warner at Leemine, Bro. Roach at Alden, and Bro. Brown at Wanamie. "W" is having considerable trouble with his face. Hope you will be able to be with us next meeting.

At Nanticoke a change has been made. Freight from the P. R. R., formerly done at Nanticoke, is now being done at Buttonwood, leaving Nanticoke a local station, with Agent Fairchild in charge. Bro. Jones was removed to assist at Ashley. Be careful of the girls, "JS."

Bro. Conlan at South Wilkesbarre.

Bro. A. A. Brown at Hazle Street.

At Wilkesbarre Bro. Evans, days, and Bro. Hahn, nights.

At Gardner's Switch, J. Cassidy, days, and Bro. Bryant, nights.

Bro. Barnett at Miners' Mills. "B" has only one wire now, train wire being taken out of Parsons and Miners' Mills.

Mr. W. R. Bryant at Parsons.

Bro. Rowan at Hudson.

Bro. Pace at Minooka Junction, days.

At Taylor the force has been reduced, dispensing with the operator, which leaves Bro. Jenkins alone.

Bro. Wade at Steel Works. Scranton breeze seems to agree with "MO."

At Fifth Avenue we have Bro. Ludgate exercising on the gates.

At "JO" office, Scranton freight house, we have Bro. Custer, days, and Bro. Ginder over at the station selling tickets. "BLACK DIAMOND."

Williamsport, Pa., Div. No. 24.

For some time there has been a misunderstanding in regard to the meeting nights. Meetings will be held in Williamsport the first Wednesday of each month, and in Lock Haven the third Friday of each month.

J. J. King, night operator and ticket agent at Williamsport, is taking two weeks' vacation, and we understand he is to be married. The operators extend their congratulations.

Operator J. I. Holloran, regular day man at Ralston, is working nights at Williamsport ticket office for two weeks.

Bro. Utz, the flying Dutchman, is working nights at Ralston. We understand he will be located there permanently after July 1st. Better leave the Exa Despatcher's girl alone or you will get in trouble.

Bro. Elliott is working days at Ralston during Opr. Halloran's absence. We "13" Bro. Elliott will be transferred to the Candgua Division the first of July. Sorry to see you go Brother. Take a good supply of blanks along "EX," and give those "nons" a brush.

Bro. Hayso, day operator at Penbryn, is preparing to do a rushing business during the blackberry season.

Bro. Getchill, day operator at Cawley, still takes orders for butter and eggs, which he will

furnish at the lowest market price. "RA" get that man in line.

A new man working days at Gillett. I do not remember his name, but I understand he is a Brother, and has asked to have his card transferred to Division 24. We wish all new men were the same, and we hope to soon be able to get better acquainted with our new Brother at our next meeting.

Bro. Scott, days, at "BY," and Bro. Sturgus, nights, both old soldiers, and always looking out for the interest of the O. R. T.

J. G. Pettingill, day operator at "BN," is taking his well-earned vacation. I am glad to hear that J. G. P. has come in out of the cold and will soon be one of us.

Opr. Grieb and Bro. Stanley, both of "SQ," have been transferred to the new office at that point, with twenty levers staring them in the face. No more cigars, pipes and tobacco now, old boys.

Night Despatcher James Donahoe has just returned from his vacation. The night operators were more than glad to see "D" back.

J. H. Johnson, night operator at Troy, is soon to be married. The operators extend hearty congratulations. Mr. Johnson is a good man, and we would like to see him come into the Order.

At last the students have taken charge of No. 3. An operator has no business trying to do any work on a wet night, as it is impossible to break them.

Erie Railway System, Div. No. 42.

Susquehanna Division:—

The many friends of Extra Opr. J. C. Branch sympathize with him in the misfortune which befell him recently while working at "SQ" tower. He attempted to build a fire of waste and kerosene oil, with the usual result—an explosion and the loss of his first mustache followed. John says he has no use for kerosene now. Try signal oil next time John.

The "block" which has been located in Great Bend station for several years will be transferred about July 1st to a tower, which has been located a few rods east of the depot. Oprs. Sheedy and Bartley will be in charge, and will operate the gates in addition to the block.

Station Agent A. K. Wilson, of Campville, is steadily gaining in health, and we hope will soon be entirely well.

There is rumor that "KZ" tower, now situated at Union passing track, is to be moved just west of Union Station, and interlocking plant and crossing gates to be operated from the tower. How does that strike you "NE" and "DO." I "13" "NE" has visions of a warm dinner each day, as his home is near that point, and will have a dinner pail for sale cheap when he has changed locations.

Opr. H. A. Dreisbach, formerly of Binghamton depot, has a position in D. L. & W. Despatcher's office in Buffalo at an increase in salary and shorter hours than he had on the Erie, and instead of twelve hours per day, 365 and 366 days

per year at \$50 per month, he now works ten hours per day, \$65 a month and every other Sunday off. While we deeply regret his leaving us, yet we rejoice in the knowledge that he has a more desirable position, and wish him the best of success in his new location.

Opr. M. S. Bartley, formerly of Binghamton, and who has had charge of Great Bend office, nights, for several years, has been transferred to Binghamton depot, nights. His many friends won by courteous and obliging ways, will be glad to learn of his promotion.

We extend our extreme sympathy to Opr. Ira Brooks, of "XY" tower, and Opr. A. J. Brooks, of "QJ" tower, in their recent sorrow in the death of their father at Tioga Center, N. Y.

Extra Opr. Michael O'Neil, of Great Bend, is filling the position of night operator at "K" until a regular appointment is made.

Opr. M. Sheedy, of Great Bend, spent a week in Scranton recently. "It was all on the quiet."

Opr. Evans, of "QP" tower, is said to possess fishing tackle which reaches over railroad tracks, street railroad track, Main street, and an acre of potato field, thence to the river, and is thus enabled to angle and swing levers at the same time. "This is no fish story."

Opr. T. Hemstrought, of "GY" tower, is spending his annual vacation at Campville and Owego, relieved by Extra Opr. Marsh.

Opr. N. W. Sheldon, of "GY" tower, is absent on account of sickness of his wife. "Ned" has our sympathy, and we hope to hear of her speedy recovery.

Opr. Shaughnessy, of "JB" tower, is now holding down Waverly, nights.

Opr. M. A. Creagh, of "HQ" tower, is now working nights at South Port Junction tower, and Extra Opr. Conlon, of Owego, at "HQ" tower until regular man is appointed there.

Opr. Downey, of "KZ" tower, resumed duties again June 7th, after a pleasant trip to New York, Coney Island, and all other points of interest in the East.

Opr. Ackerman returned to "AQ" tower again, after a two weeks' trial at "VO" tower, on account of not being stuck on the work at "VO." Opr. Tubbs, of Corning freight house, worked in his place at "AQ" tower during his absence, and Opr. Beattie at Corning freight house in place of Tubbs.

Opr. Carpenter, of Chemung, was united in marriage to Miss Margie Wilder, at the home of the bride's parents in Cameron, N. Y., May 30, 1900. Congratulations "NE." "Yes, we smoke."

Opr. S. L. Jackson, of Adrian, was absent for a few days to attend the Carpenter-Wilder wedding, the bride being a cousin of his. He was relieved by Extra Opr. King.

Opr. Braze, of Canisteo, was absent for a few days on account of the death of his brother. He was relieved by Opr. Nichols, of Adrian, and Extra Opr. Morley worked in Nichols' place at Adrian.

Opr. Knickerbocker, of "XU" tower, took a two weeks' vacation. Night Opr. Doane relieved

him, and Extra Opr. Chase worked nights in Doane's place.

Mr. James Kane, of Centerville Crossing tower, was absent for a few days on account of the death of his daughter at Painted Post, N. Y.

Opr. H. S. Owens, of Cameron, N. Y., was absent for a brief vacation, and with his family took in the sights at Rochester. He was relieved by Extra Opr. Morley.

Extra Opr. Markle is holding "VO" tower, days, until it is given to some regular man.

Carl Crawford, helper at Cameron, has been placed on the extra list as agent and operator.

Station Agent Wilson, of Campville, is absent on a vacation. He is relieved by Extra Agent Crawford.

Opr. M. A. Creagh has returned to "HQ" tower after giving "JF" tower a trial. "MC" says too many levers at "JF" to suit him, and that the "Rocks" is good enough for him. Extra Opr. Sullivan is at "JF" until regular man is appointed for that position.

Just received word from Opr. Lumley, who started for Denver recently, that he got switched off at Chicago, and is now working for the W. U. Tel. Co. in the Windy City. Success to you, Frank.

Extra Opr. Collins, working at "JB" tower until regular man is appointed for that place.

For the first time in the history of the Erie vacancies are now advertised, and the positions given to the oldest operators qualified that ask for the position on this division. Can you tell how this come about, if not, can answer the question in three letters, "O. R. T." This is as it should be, and is no more than right that we should have the same privileges that the rest of the employees have, and still some operators say the O. R. T. is no benefit to them. To those we would ask, can you see now the benefit there is in the O. R. T., and that more benefits of the same class are sure to follow? Will you not give us your support? You cannot make a better investment, the outlay is small and the benefits large, and brings us up to the standard where we belong, in the railroad service. This is the aim of the O. R. T., to put us in position where we will not only respect ourselves, but others will respect us. Send in your application at once, and I am sure you will never regret having done so, and will be proud of the fact that you belong to the Order of Railroad Telegraphers.

CERT. 291.

Mahoning Division:—

Bro. T. A. Murphy is working at "XD" while the general office force takes their vacation. Bro. F. H. Robinson taking Bro. Murphy's place at "CS" and Opr. Joe Laughlin at "HD," nights.

Bro. E. Brewster, agent and operator at Geauga Lake, has left the service of the company. We understand he intends trying the West. Bro. W. L. Button gets the job.

Opr. Fitzpatrick, at Warren, nights, resigned to accept position with Penna. Co. Bro. E. E.

Cline, who has been out of the business for about a year, is working at Warren, nights.

D. H. Morris, night ticket clerk at Sharon, and J. M. Hall, agent at Sharpville, are taking a trip through the West, being relieved by Oprs. Johns and Holbrook, respectively. Bro. A. J. Beattie taking Opr. Holbrook's place at Sharpville, Opr. Billig taking Bro. Beattie's place at "JU."

Mr. F. E. Willson, the genial ticket agent at Niles, has left the service of the company, and has accepted a position with the P. & W. as cashier at Butler, Pa., Opr. Miles, of Lisbon, being the lucky man to get Niles' ticket agency, Extra Opr. Laughlin getting Lisbon, days.

Three jobs are advertised at the present writing, Hubbard, Valley Mill and Warren, nights. Who will be the lucky ones?

Opr. Linaker, Niles, nights, relieved Bro. O'Rourke at Canfield, June 25th, for a day.

CERT. 54.

Cincinnati Division, East:—

Bro. S. H. Helwig concluded night work was not O. K., and is again on days at "DI" tower.

Opr. Ribelin took Tallmadge, nights, regular.

Bro. Weddle took "YD" tower, nights, regular.

C. S. Casseday is at New Portage regular.

Sherman, nights, closed temporarily on account of shortage in trains. Bro. Sam Cunningham took two weeks' vacation the latter part of June, and Extra Agent and Opr. Boyles, relieving.

Opr. P. J. Kennedy got Silver Creek, nights, regular.

F. G. Russell, who was agent on the C. & E. Division at Bippus, Ind., 1893, is now working as clerk in Erie freight office at Akron. He used to belong to Chicago Division, and is a brother of Bro. K. L. Russell, of Akron.

H. E. Stoner, from Condon, got Hills, days, Opr. Kelly, nights.

Bro. Larry got Riblet regular.

Opr. Beck got Madison regular.

Opr. Allen got Condon regular.

Bro. Crissinger, at Ontario, resigned, and has gone into the painting business, Bro. Ryan doing some extra copying on "GN," Bro. Schubert working for Bro. Ryan at Big Four interlocking tower at Galion, Bro. Roach, new man, working extra.

We are glad to have our old Bro. John Rench back with us again. Bro. Rench worked at Oshkosh, Wis., and is now at West Salem.

Bro. W. E. King got Galion shops, days, and moved his family there in June.

Bro. J. S. Collier, agent at Pavonia, had quite a tussle with small-pox scare in June. He was quarantined, together with three night operators, and had closed night office. No one would go near there. Extra Opr. Guthridge was sent to relieve Bro. Collier, but could not get anything to eat. The siege was finally raised.

Nankin, nights, closed temporarily on account of shortage of trains.

Bro. K. L. Russell is off on his annual vacation this month.

E. E. Roberts, our most esteemed friend, was killed by jumping from his engine at Ontario in June. He was engineer on No. 37 local freight, which collided with work-train. Brakeman Bauer also was killed by jumping.

Engine 1473, one of the "Roger" battleships, pulled 2,430 M's over division last month on trial, stalled at Wadsworth hill, but made schedule time. This was 600 M's more than any other engine ever pulled over this division, Thirty-nine cars of stone, lumber and heavy freight.

Bro. Russell has an old A. & G. W. book, rules of 1865, which required night operators to make "6" every half hour between 9:30 p. m. and 7 o'clock next a. m. How would you like that now, boys, eh? No "Hay" in those days. In those days the rules read that operators receiving train orders would read aloud the order, and the conductor would write out his understanding of it, and the operator would "32" it, or to-day "13" it. Oh, my boys, think of our "19" orders to-day in a willow hoop hung on a ten-foot pole if a trainman don't grab them at 50 miles an hour, he ain't no good. Freight trains ran no more than 15 miles per hour. Think of the mile-a-minute clips around "Blackford" and "Old Forge" now.

DIV. C. R.

B. R. & P. Ry.

Middle Division:—

Changes have been so numerous that it is impossible for us to mention all of them, so if any of the boys are overlooked we hope to be excused, and hope they will help us gather up a few notes each month so as to avoid a blank in the Journal like we had last month.

Never before were there so many O. R. T. boys on the B. R. & P. as at present, and by the time this is in print the whole System will be lined up "solid."

Bro. Dacres has been with us organizing for the last month and has just finished his trip over all Divisions, having landed all the boys safely excepting two or three. This means about 150 new brothers on the B. R. & P. System.

Following are a few changes that have been made, beginning at the south end of the Middle Division:

At Punxsutawney we find Bro. Turner, days, with Bro. Healy, nights.

At "XD," Elk Run Junction, we find Bro. B. J. Clark away getting married. Bro. Frank Hutchins distributes cars days, with Opr. E. J. Davis, from Lanes Mills Junction, at night, till "Z" gets back.

At "RN," Big Run, is Bro. Mathews, days, with the agent's son, Bro. McCluskey, nights.

At "NY," Stanley, Bro. A. V. Kellar as agent, and Bro. Wilson doing the "owl act."

Next is "SK," Sykes, with Bro. Hoon as agent. Then comes "CM," C. & M. Junction, with Bros. Mauros and White.

DuBois Yard, "DN," finds Bro. Higgins ordering crews in day time, and Bro. Simmons sleeping at night. (Nit.)

DuBois dispatcher's office, is "BS," where all the boys are now located. On the north side we find Chief G. W. Everett, R. M. Steele and Bro. S. W. Potts, respectively, with Bros. Miller and Craft as copiers. On the south side is Dispatchers Geo. Harris, third; J. C. Murphy, second, and T. P. McMahon, first. All do their own copying.

Bro. G. M. Lancy, formerly second trick on north end, we are sorry to say, has left us since June 19. The boys all regret seeing him go, as he had many friends along the line.

At "AK," Falls Creek, we still find Bros. Burke and Britton sitting high up on posts in a little shack while the carpenters are putting up a new office. Won't they feel proud? Bro. Britton leaves on July 2 for an extended trip through the Western States. Mrs. Britton accompanies him as far as Pittsburg.

At "Q," Lanes Mills Junction, is G. W. Brown as agent, Bro. C. P. Lerch as day operator and selling tickets, with a new man, Mr. W. C. Taber, doing the whole thing at night.

At "OW," Brocknayville, is Bro. Spanagle, who is away on a wedding trip, Bro. Tross relieving him, days. P. V. Murphy is agent and Mr. Gelsner, nights, the night office having been opened June 1.

Bro. J. J. Carroll is the whole thing at Carrier, "KY."

Bro. H. L. Swan is the same at Empire, "RU." The next change is "CA," Carman, where we find Bro. Langdorf, days, and Bro. Russell, nights. C. W. Hadder is agent.

At "NU," Ridgway, Mr. Normile and Creighton. At Whistletown, "KD," Bro. Marshall, formerly of Carman, days, and Bro. Cartwright, nights.

At Johnsonburg, "JS," Bro. Krider, days, and Bro. Miller, nights. The night office opened June 1st.

Next we pass the Erie and land at "AN," Boyers, with Bros. Rebenack agent, and Bro. C. D. Jacox, night operator.

At Newtons, "FW," we find Bro. E. A. Houseman, formerly night man at Dents, as agent, vice D. M. Davis, resigned. Bro. Creighton is the sleeper at night.

At "GU," Bingham's, the same old Windsor agent, with old Mack Masters slinging lightning days, and Bro. Smith fighting punkeys at night.

At Dents, "DC," Mr. Martin Burk, days, and a new man nights. Don't know if he is O. K. or not. Hope so, anyway.

At "HD," Howards, we find Bro. O'Brien back days after enjoying a vacation, being relieved by Bro. Mauros. Bro. Warner does the brass pounding act at night.

At "NS," office, Bradford, we find Bros. T. L. O'Neil and G. W. Goodwin, both new brothers.

At "Z" office, Bradford, we have Bro. Milliken, days, and Bro. Ruddy, nights.

At "FX," master mechanic's office, Bradford, we have a good new brother, L. E. Burnett, who handles the typewriter and smokes his pipe with ease. That is the kind of boys we want. A man that will give his last wheel for the O. R. T.

A day and night operator were put on at "NS" office June 1 to assist Bro. C. G. Gleason on ac-

count of heavy business. This was badly needed, as "CG" had entirely too much to do since the dispatchers all left him.

We notice in last month's Journal our "dear" old Bro. R. W. Keys is now at Carbon, Wyoming, on the Union Pacific. Glad to hear from you, "K," and wish you success. Myself and five other brothers were at "AK" together last evening, and all spoke of you and the good work you have done. Hope you will see this and know you are not forgotten. Write to some of us and tell us how you are.

We are sorry to lose some of our boys, as we need them all. Here are three that done good work: Bro. Keys, now on the U. P.; Bro. Youmans, from "Q," now on Northern Central at Gillett, Pa., as day operator; Bro. Lancy is another. Bro. M. J. Orcutt, of Brocknayville, now on Midland Terminal in Colorado, at Gillett. We wish them all success.

Having taken up too much time and space already I think we will cut out. Hoping to hear from the Buffalo and Rock Divisions, too, as all are solid O. R. T. now, which shows what Bro. Dacres can do.

Now, if any of the boys are overlooked please excuse us and try and gather up a few crumbs for next month.

Before closing we must say a good word about our chief. "FE" frequently takes a trip over the line and is always off on the platform shaking hands with the boys, and has a kind word for all. This is what counts, as the boys feel more like working. You never hear him call us down on the wire and all is sunshine. Think this is enough for once.

"FROM THE BROTHERS."

C., H. & D. Ry., Div. No. 21.

Wellston Division.—

Once more we have gotten our cerebes together and arranged a few items for the boys who might wish to learn what we are doing over here. To start with I can say you will always find us "up and a-comin'."

Sick list for this month very slim. Bro. Toops, at "W," was off a few days on account of throat trouble, relieved by Bro. Porter; also Bro. Henson, of "JA," on account of stomach trouble.

Several of the boys attended the last meeting, but there should have been more.

Here is a little condensed news of the boys:

Bros. Barrett and Bushwa at "JR" and "DY" offices are both hustlers.

At "RO" you will find Bro. Shields, days, a good Order man, and McKibben, the "nite owl."

At "RH" Bro. Christopher holds the fort to perfection.

Next stop, Lebanon Junction, where we find Bro. Welsh hearty and playful as a kitten.

Xenia, Oprs. May and Baughn. Finer lads cannot be found unless "above."

We will now take water at "JA," and then stroll up and see Bro. Henson. "FH" is there with both hands and feet all the time.

Next slow down for "Grasshopper" Conn, at "A," where Bro. Chamberlain hangs forth.

At "MD" Bro. "AJ" hammers the string.

Next village is Luray, where we tank up on buttermilk at Staubus' fountain.

At Washington you will find Bro. Toops acting as night man, who is a regular attendant at the meetings.

Fairview shanty closed.

Austin, Bro. Penland, days, and Bro. Brown, nights.

Frankfort, "FS" steering same as usual.

Chillicothe, Bro. Egan. "R" laid off a few days and when he came back there was two of 'em. Geo., smokes, please.

At the water gate we see Bro. Wagner, days, Bro. Pbling, nights.

Coalton, Conkey does the billing act, Rankin, nights.

Wellston, "B" office is our jovial Willie Shelton, who is acting as cashier there.

Bro. Warneke, at "G," has enough to see (after.)

While Bro. Welsh, at "V," is "art" we will all agree.

If any of the boys I have missed please excuse, but will remember you after this.

If an Order is worthy of our membership it is worthy of our active support. Let every brother lend his individual effort to solidify the ranks, remind his brother who may be a trifle careless that prompt payment of dues is absolutely necessary to promote our welfare, as we can do nothing without funds. Let every brother feel that we are willing to give something in return for this treatment. Let every telegrapher give the company the best possible service at his command at any and all times and thereby convince the management that, although organized labor may cost more in the beginning, in the end it is cheaper, on account of the superior service derived from it. Make every effort to secure business, try and make our railroad popular with its patrons, which you can do largely by your personal magnetism, and by making yourself agreeable in the communities in which you are located.

Div. Cor.

Toledo Division.—

There has been several changes in the past few months on this Division, and will be several more in the next few days.

Bros. Smith and Burgoon are at Pennsylvania Junction, Toledo.

Bro. Franey, days, at Perrysburg.

Bros. Shank and Roe at Tontogany.

Bro. Liggett, days, at Deshler, with Bro. O. G. Odell as agent, and Mr. Thompson working nights. Says he will be with us soon.

Bro. Miller at Leipsic Junction, days. Mr. Glancy, a new man, doing the night act.

Bro. Madigan, at Leipsic Station, working hard as ever.

Bros. Ford and Theek at Ottawa, Bro. Lehman at Columbus Grove, Bro. Martz at Cairo, and Bro. Coffey at North Lima.

There may be several brothers overlooked, but hope not. This Division is in good shape, with but one or two "nons," who we are still after.

Div. Cor.

Missouri Pacific, Div. No. 31.*Kansas City, Mo., to Auburn, Neb.:—*

Not to my knowledge has there ever been any notes from this division, and as the majority of the boys are staunch O. R. T. men, I think it is time to let the rest of the world know we are on the map.

There have been quite a good many changes on this division in the last few months, and I will try to let some of our old boys that have departed hence, know who we have on this division at the present time.

At "WF" we have Sullivan, days, and an extra man from the block, nights. There have been numerous changes there of late, and am unable to say what his name is.

"WY," Mr. Bruch, an old "vet.," days, and Bro. Gross, an extra man, doing the "owl act," while Bro. Bullis is taking a vacation. If reports are true, "BU" will return a benedict. We all smoke, "BU."

"N," Mrs. Hequomburg, days, and Mr. Hequomburg, nights, both old timers, who carry up-to-date cards.

"ON," Bro. Nelson, agent and operator, is being relieved by Dick Jones from "CX."

"J," Night Opr. Gentry is relieving Bro. Williams, who is attending the National Prohibition Convention at Chicago, with Bro. Robinson, recently from the D. & R. G., doing the "owl act."

"RH," J. H. Hill, days, and Bro. Repstine, nights.

"Q," Sister Quigley, agent and operator, with always a good word for the Order.

"OY," Bro. Johnson, days, and Bro. Carmody, nights, both old-timers.

"XN," Ruff, days, and Bro. Scammell, nights.

"DS," J. F. Simms, chief dispatcher, Ed. Holden, first trick, Ganaway, second trick, J. L. Robinson, third trick. Mr. J. F. Simms is off on a vacation, and all the regular dispatchers have advanced a trick, with Mr. Newman working third trick extra.

"CB," Shaw, manager, with Bro. Akers, and H. Overton, operators, days, and Bro. Whitely, nights.

"S," Bro. Daniels, days, and Bro. Clapp, nights.

"HN," Bro. Duncan, agent and operator, and Ole Oleson, nights.

"CA," Bro. Blomberg, agent and operator.

"CX," Bro. Connor, agent and operator, and Mr. Mathias, nights.

"VS," Mr. Powell, agent and operator.

"UK," Bro. Bastine, agent and operator, and Mr. Sanders, nights.

"H," Grant Life, days, and McAdow, nights, joint operators with the G. I.

"BO," Bro. Hurst, agent and operator.

"RK," Mr. Vance, agent and operator.

"FY," Bro. Hunt, days, and Chidsey, nights.

"VE," Bro. Walker, agent and operator.

"SA," Bro. Hinds, agent, Bro. D. A. Hinds, operator and clerk, and Bro. Petty, nights.

"OW," Bro. Marr, agent and operator.

"GO," Bro. Frye, days, and Barret, nights. This is as far as we go. We would like to see some of our north end men take it up now, and let us know who we have up on that division.

We think this division is well represented by Bro. Clapp, who was made local Chairman recently, and hope to be able to make a better showing in the near future. Boys, Bro. Clapp is all right and will do all he can for the good of the Order; let us give him all the assistance we can, and read carefully the circular he issued a short time ago. If anyone has been misrepresented in these items, it was unintentional, and we would be glad to correct them. Let us hear from more of the boys. "30."

CERT. 235.

MARRIED.

At the M. E. Church, at Malvern, Ark., on the evening of June 20, 1900, in the presence of a large concourse of invited guests, Bro. Albert W. Jernigan and Miss Eva Vance, were united in the holy bonds of wedlock, by a very beautiful and impressive ceremony by the pastor, Rev. Horace Jewell, assisted by Prof. Frank B. Yates, superintendent of the Arkansas Deaf Mute Institute, who interpreted for the benefit of the bride. The event was celebrated in the most elegant and brilliant style by the highest social circles of Malvern. The bride is the charming daughter of E. H. Vance, a prominent lawyer of Malvern, Ark., and is a graduate of the Arkansas Deaf Mute Institute, and highly respected and loved by all who know her. The groom is the popular manager of the Western Union and Iron Mountain Telegraph office at Malvern, and a staunch member of Mo. Pacific System, Division No. 31. The fraternity joins their many friends with showers of congratulations, and wishes for a long and happy life. "RN."

From the Rio Grande Western.

While I take a great deal of interest in reading THE TELEGRAPHER, I have never contributed, and the reason I now do so, is the attraction of the Elegy" by "BN," in the May TELEGRAPHER. I always was a great admirer of the original and think this piece of imitation is all right, and I congratulate the author. If he was to put the imitation into illustration, especially the "Epitaph," and frame same in a kinetoscope, he would make a striking hit.

As to the standing of the O. R. T. on the Rio Grande Western, will say that there are about as many good men on this pike as any other unorganized road in the country. While it would be much better for all concerned that we had a schedule, as long as the company treats the boys as they are doing now (which is good), I think it is better that "well enough" should be let alone.

"Biddy."

N. Y. C. & St. L. R. R. Notes.*First District:—*

Opr. Carlson, Buffalo, has been off on his vacation, relieved by Opr. Howlett.

Opr. Stedwell, nights at Conneaut Yard office, vice Opr. Cole, now at "MX."

Laughing Frank Emmerling at Tift Yard, nights, and always on hand.

Bro. Drewett still doing the "owl act" at Brocton.

Opr. Seamans will take his vacation commencing Wednesday. Bro. Howlett will relieve him.

Second District:—

Opr. Devine, at Bellevue Yard, nights, while Night Opr. Simpson visited friends in Cleveland.

Owing to slight depression in business, the night offices at Madison and Euclid closed; also day office at Willoughby closed.

Opr. Hill from Madison, nights, to Ashtabula, nights.

Opr. Burnett from Willoughby, days, to same place, nights.

Opr. Temple, "the coal man," from Ashtabula, nights, relieves Opr. Frailey at Lorain, nights, for a few weeks.

Opr. Tiffany, from Euclid, nights, relieves Opr. Keinzie, at "DK," for a few weeks, while "K" takes his trip among the hills of Pennsylvania.

The second man taken out of Conneaut Yard office, days, leaves Dad Marshall, days, with Opr. Stedwell, nights.

Mr. Thomas, days, Bellevue Yard office, is now working there nights, while Night Opr. Simpson is trying the day work for a change.

Opr. Clark, nights at "MX," is taking a vacation, relieved by Opr. Cole, from "XD."

Opr. E. M. White, alias "Nick Carter," is now at Erie, Pa.

We "13" that our night man at Clogville has now taken up undertaking as a profession, his first victim being an Israelite. Wish you success, "JO."

Yours in S. O. & D.,

CERT. 23.

Pennsylvania Railroad:*Pittsburg Division:—*

Everything moving along nicely on the mountain during the last month, with but few changes among the busy working force.

We have seen the new cards for the next six months, and they are beauties. Boys, if any of you have neglected paying up, do it at once and secure an up-to-date card so that you can be among the people.

We are glad to learn that Mr. Rhoads has been given second trick at "AG," while McGraill is holding down the easy chair at "AR."

McCloskey from Lilly, and Lynch from Wilmore, are doing the elegant among the black diamonds at "KN." We "13" this office will soon be made eight hours. It can't come too soon. Eh, boys?

Miss Bertha Oliver and Miss Miller are working on the brass at "GY." We understand that "MG" keeps cherries handy for visitors. Mountaineer is anxiously waiting for an invitation to call around and sample them.

Miss Ermire left June 21 for an extended visit to Europe. She expects to take in the big show on the other side of the pond. Miss Oliver relieves her at "SF," and will endeavor to keep the boys good at the other end of the "hole." She has a big job.

Mr. Lego has been promoted from "KN" to last trick at "SF." This is O. K., except the wages.

S. D. Daniels, from "MO," is off and taking a few days' needed rest at his home in Toronto, O. "DX," the air is full of rumors, but you told us nothing about it. Ryan and Meehan are working twelve hours during the absence of Mr. Daniels.

C. W. Cullan has been off for a few days on a fishing trip. We have heard of no slump in the fish market since his return.

"CW" expects to have no students after the present "product" is disposed of. Give us your hand, Charlie, and shake.

The many friends of Bro. S. M. Swab, clerk in Mr. Taylor's office at Cresson, will be glad to learn that he has secured a fine position with a coal firm out on the road. Sam will continue to be the staunch O. R. T. boy he has always been. We congratulate you, "SM," and wish you success in your new field. Mr. Dennis, who is O. K., will take Bro. Swab's place.

Will cut out now, and promise you more for the next time. MOUNTAINEER.

Northern Pacific Railway.*Dakota Division:—*

Hustle up, boys of the Northern Pacific, and get in line, for we must make a good showing this fall. Each member is hereby constituted a committee of one to get another member in the ranks, and the Order expects that every man will do his duty.

I have noticed a good deal of discussion going on in our TELEGRAPHER of late anent the handling of express business, and the way the boys make their complaints known is a caution. It is to be hoped that express company officials are taking in this discussion and remembering the salient points, because it will be up to them at no distant day, and they may as well get into the proper frame of mind in advance to make the needed changes.

But it is the agents who have done all the kicking so far, and not a solitary word from the night telegraphers who do a good share of the raw-hiding, and do not get even thanks in return from the agent or the Express Company. In many instances they have to give bond and handle the express on night trains, bill out the stuff, book it up, and don't even get the glad hand in return. It is time the "owls" woke up and made the welkin ring.

CERT. 3668.

Southern Pacific Ry., Div. No. 53.

In looking over the list of delinquents, I find that out of a membership of 666, there are about 25 Brothers who have not paid their dues, but hope that this number will be reduced to nil before the close of the present term. On the whole, it is a substantial showing, but we certainly cannot understand why there should be one delinquent.

However, I presume the logical conclusion should be, that it is an impossibility out of a thousand men not to find a few but what are indifferent, careless or neglectful of their personal welfare, and are willing that others should devote their time, energy and money in carrying on the work.

We have observed even in the short time our schedule has been effective, that some of those who clamor the loudest for their rights under the contract, have been men who have not contributed one cent to the support of our organization.

It is our hope that the few Brothers who have not as yet paid their dues, will reconsider the matter, and not suffer their membership to lapse and even if they have been suspended for non-payment, will "dig up" the money and forward it to our secretary without delay and gain reinstatement. I would also ask all non-members to give us their applications at an early date, thereby giving us at least your financial support, while you are securing the same benefits.

Those Brothers who have not already provided themselves with tickets to our "Trip to Paris" scheme, should write to their respective local chairman at once, and secure one or more; the cost is only \$1.00, and you all probably have friends that would be glad to invest a dollar to secure a chance to make this delightful trip, and at the same time you will assist us in getting a few dollars in our depleted treasury.

Would also call attention of Brothers to the fact that dues for six months, beginning July 1st, are now payable, and that all Brothers should remit our Secretary, B. A. Meyer, Station L, San Francisco, six dollars to cover same.

The splendid work accomplished by Bro. Jones, local chairman of the San Joaquin district, in elevating the membership of that division from about 46 per cent to 75 per cent or more, cannot be praised too highly. The San Joaquin and Los Angeles Divisions have always been way below the average of other districts; let our friends on the Los Angeles Division apply a trifle more energy and increase the membership in that district. The work of the local board on the Sacramento Division is also worthy of our highest commendation. The Secretary, Bro. Smith, is particularly energetic, and writes many forcible letters with flattering results.

The following notes from Bro. Thompson, local chairman of Tucson District, will prove interesting.

Mrs. N. M. Pease, regular agent at Gila Bend, is acting agent at Yuma, vice Bro. L. Shuckman, on 90 days' leave of absence.

Bro. H. D. Morey, regular night ticket clerk and telegrapher, Yuma, is acting as agent at Gila Bend and is relieved by W. S. Bowman.

Three good telegraphers now hold forth at Lordsburg. O. L. Pease, of Tucson, acting as first trick telegrapher; Bro. S. J. Stewart, acting as second trick telegrapher; Bro. C. F. Hollinger, acting as third trick telegrapher.

Bro. J. D. Marks, acting as night telegrapher at Strauss, vice R. W. Hull, laying off.

The W. U. have put in a regular Western Union telegrapher at Benson to handle the press reports for Bisbee.

B. C. Jones, acting night telegrapher at Wilcox. Bro. H. V. Johnson, acting day telegrapher at Wilcox; Bro. I. A. Stone, acting as clerk.

At Deming the boys are trying to figure out how to do thirty-six hours' telegraphing in twenty-eight hours. If the present force cannot do it, none can.

Geo. Leffler, days, is one of the "finest," and Frank Ward at night can do as good work with his foot as the average man with his fist. Mahoney works a split trick and sells tickets. He is considered one of the best posted coupon ticket men on the division.

Mr. A. R. Oster, chief dispatcher of Tucson District, made a trip over East end the latter part of May. Mr. Oster has lately been promoted to chief dispatcher, and was warmly greeted by all the boys along the line. His treatment of the telegraphers since his elevation has been in perfect accord with his gentlemanly demeanor when he was trick dispatcher, and although very exacting as to attention to business, his genial manner makes the performance of duties a pleasure to the telegraphers in his district.

Local Chairman Bro. Jester, of lines in Oregon, offers the following notes:

Bro. Pengra is again back at Ashland relay office, and much improved in health.

Bro. Lyons, night operator at Siskiyou, is in San Francisco, in attendance on Mrs. Lyons, who is quite ill.

Sorry to hear that Miller, nights at Glendale, is on the sick list. Extra Opr. Cowan, holds down nights at that place at the present time.

Business is good on this end of the pike and all extra men working, so expect to see two or three of them join our ranks soon, we having the promise that they would do so as soon as they could keep even.

Stewart, at Comstocks, and Merriman, at McMinnville, keep the boys in line.

Bro. Montgomery, day operator at Grant's Pass, spent two or three days in Portland recently.

Bro. Gillett, days at Eugene, contemplates a trip to Los Angeles in the near future.

Have not seen a schedule yet that would compare with the one we have, and I think the boys on the S. P. appreciate the fact from the way they are working. To be sure, there are a few who cannot see any good in it, but such ones we don't want with us.

Bros. Mills and Mahoney, at Medford, are in their new quarters, they having the newest office

on the line, and are well pleased with the change from the old coop they formerly occupied.

Now, brothers, keep lined up and see how much better we can still make our first-class schedule when our General Board again meets for this work.

The assignment of telegraphers to positions under seniority rights of our new schedule are about completed, and changes will all be made shortly after July 1.

Our membership is slowly increasing, and in the next six months we should have at least 1,150 out of the 1,200 telegraphers employed by this System, if each member takes the interest he should. We cannot expect our General Chairman to do all the work unaided.

The work is gigantic and he has all he can possibly attend to in handling his immense correspondence and adjusting matters that interest us all.

S. A. WENTWORTH,

Los Angeles District:—

Not having seen anything from Los Angeles District, of System Division No. 53, O. R. T., in THE TELEGRAPHER, I am going to hazard a few lines with the hope some abler brother will take up the work and thus keep us represented in our valuable Journal.

Out here on the Pacific Coast we are surrounded by many of the things that speak of "peace and plenty," comfortable, happy homes, broad, pleasant valleys, smiling with their wealth of golden grain, luscious fruits, red-cheeked berries and lowing herds. Verily, this is a "land of milk and honey," where one may stand in the early springtime, on the snow-covered mountain peaks above the "Crown of the Valley," and look down into the rose gardens of fair Pasadena, filled with beautiful blooming flowers. Nature has been very bountiful in her gifts to this "land of sunshine, fruit and flowers." It has given us a climate that is perhaps as near perfect as can be found on this mundane sphere of ours, and has surrounded us with all the essentials provided by nature for the health and comfort of mankind. We are thankful for all these things, and yet for those of us who are engaged in the telegraph profession there are other conditions for which we should also be thankful.

A little more than a year ago we found a man who was able to carry "A Message to Garcia"—a man of indomitable will and tireless energy, who at a great personal sacrifice and without hope of reward, or suitable recompense, took upon himself the burden and responsibility of securing for the employes in the telegraph service of the Pacific and Atlantic Systems of the Southern Pacific Railway, a schedule or agreement between the company and its employes, governing the hours of service, rates of pay, etc. When we come to consider that when he undertook the work, there were no funds in the treasury for organizing purposes, and the very limited number of members of the Order on the S. P. lines, and then look at the grand results obtained, which are now

known to the world of telegraphers, through the medium of our splendid Journal, we begin to have some conception of the vastness of his undertakings, and some little appreciation of the services of the man who carried "A Message to Garcia." Of course, you all know who the man is. I refer to our General Chairman, Geo. Estes. He had able lieutenants, men who probably worked as hard and were as zealous for the good of the Order as he, but he was the "ruling spirit," and carried it through to a successful termination.

We can now boast of having one of the best schedules that was ever granted to any system by any railroad in America, or the world for that matter, and the conditions and opportunities for telegraphers seem brighter and better because of it. There was no great raise of salaries granted, still a substantial one was secured, and many other concessions in the way of fixing the hours, overtime, relief, relieved from onerous duties that were not properly ours, etc., were secured. To my mind, if we can do no more than keep conditions and salaries up to their present standard, we will be doing a grand work for the telegraph fraternity, and regard it as the duty of every capable, intelligent telegrapher everywhere, who has his own best interests at heart, to join the order of his calling, and try to help himself, while we are all working together to help him, and to benefit us all. When I say this, I do not forget that, if he is enterprising enough to work for his "own best interest" he must necessarily at the same time, work for the best interest of the company that employs him. It is our policy to be conservative, to give the "best there is in us," and to demand only fair treatment and fair wages.

Perhaps in this "Sunny South" land, we telegraphers imagine we have a surplus of "good things." Good climate, good water, good health, good people, good hours and good pay, and neglect that best of all good things for a telegrapher, a membership in the O. R. T. In the Los Angeles District we have still quite a number of non-members. Our percentage of members is the lowest of any division on the system. Come, boys, do your duty, send in your application blanks. After the grand showing that has been made, you cannot offer any valid excuse. The plea that the O. R. T. is of no benefit, that it has never accomplished anything, etc., won't go any longer. We need you, you need us, let us join hands. "In Union there is Strength." Single-handed we can accomplish nothing. The officials of the company have treated us well, have met us in a spirit of fairness, and have assured us there would be no objection or discrimination because of membership in the Order, and now, after months of labor and self-denial, we have secured a schedule that is of great benefit to us, and has placed our profession on a higher and nobler plane of usefulness. We feel that those who have "gone before" have borne the brunt of battle, have been successful, have removed the obstacles one after another, and now we extend to you a friendly invitation to come with us, and

wait patiently the time when we may call you "Brother."

I am not going to regale you with a list of the members and "nons" in this letter, for it is already too long, but may do so another time. In the meantime let us try and reduce the number of "nons" and increase the members, it will make better reading if it ever should get into THE TELEGRAPHER.

If some fellow should happen to get the "Round trip to Paris," would he feel like thanking the O. R. T.? Yours in S. O. & D.,

CERT. 10411.

Houston Division:—

I suppose our Brothers on other roads think we are a very lazy set, as there is hardly ever anything in the journal about us. Considering that this is the banner system division of the O. R. T., it does look rather funny that some of the boys would not wake up every month and represent us. May be though it is because we are so busy and overworked (?). Business on this division is very good at present, and about as many trains running as at any other time of the year. A number of the boys have been laying off lately, keeping the extra men pretty busy; quite a number have also gone to cooler climes and better jobs.

Some few changes have been made in our dispatcher's office at San Antonio. We are unable to learn full particulars just at present, but "13" that our present Assistant Chief Dispatcher, Mr. H. F. Anderson, will go to Del Rio as Train Master and second trick Dispatcher, Mr. A. K. Frye will go with him as first trick man and chief of that division. The present office at Valentine is to be moved to Del Rio. The new division will be from San Antonio to Sanderson. There is not a man on this division that does not regret very much to lose these men. Both have proven themselves friends to the operators and have never been known to use harsh words over the wires. We take pleasure in recommending them as such to the men in their new territory. To illustrate the esteem they were held in here, we give a brief description of the "Blow-out" given in San Antonio on Thursday night, June 28th. Upon learning that these men were to leave, a freight conductor got up a petition to give Mr. Frye a banquet. The paper was carried over each division, and every man contributed what he could. The total amounting to about \$75.00. The banquet was given at the Menger Hotel; we "13" they had music, everything good to eat and a good time generally. Only a few of the operators were so fortunate as to be present. We hope some of the boys were lucky enough to tag Mr. Frye with an O. R. T. button, and get his name to an application in the melee. They leave for their new place July 1st.

Will now try to give a few dots and dashes. The new positions that were advertised recently, have about all been filled permanently. The new men are as follows: Bro. Barkley retained his position at Eagle Lake, nights.

Opr. Rodgers at Rosenberg, nights. Bro. Lester, can't you show him the error of his ways and get him in line?

Opr. Bright is at Glidden, nights, and Bro. Roy Glover went to Chaney Junction, nights, relieving Extra Opr. Bro. Sandel. "GR" says the "Skeeters" are very friendly at "CJ" and help to keep him awake.

At Missouri City we find Opr. McGarr, nights, who has a habit of running up to "HU" pretty often to see some one; wonder if it is anything serious?

At East Bernard we have Opr. Hubener, nights.

At Eagle Lake, Bro. King, days, who is off for a few days to attend a committee meeting at San Antonio, Bro. Sandel relieving him.

Opr. Bright at Glidden spent a few days at court last week, Opr. Ferrell officiating in his absence. Bro. Coffin, day man at Glidden, was off several days recently, Bright working days and Ferrell, nights.

At Schulenburg we find "Old Reliable" Bro. Levy doing the "owl act."

At Flatonia Opr. Liendeker, better known as "Peggy," working nights.

At Waelder we have young Andy May on the night shift.

At Luling we find Opr. Moore, nights, and Bro. Griffin, days.

Bro. "F" took ten days off recently and visited the Alamo city for a few days. Bro. Glover and a new man named Holstien, late from the L. & N., in Kentucky, worked five nights each, while Opr. "M" did the day work.

We hear Bro. Langlois at Kingsbury again on the day shift.

At Seguin we have Bro. Haddon, nights, and Sister May Humphreys, days. We feel sure that Sister "M" will soon lay off for awhile and give some good extra man a show.

At Schertz we find young Jesse Walker, nights, and Opr. John Rothe, agent and day operator.

Dispatcher Booth at "QS" is off for a few weeks, attending the Train Dispatchers' Convention in Atlanta, Ga. Bro. Clegg works a trick on the west end during his absence, and a new man named Cooper is copyist in Bro. "C's" stead; "13" there will be other changes there soon.

At Lacoste we have Bro. Braden, days, and Bro. Fowler, nights.

At Dunlay we have Bro. Murray, who is the oldest O. R. T. man in Texas.

At Hondo Bro. Chism works days.

At D'Hanis we have Bro. Ney, nights, and Bro. Hale, days. We "13" Bro. "NY" has the Mexico fever; hope he will find some remedy other than going to that country.

At Sabinal we find Bro. Allen, day man, and Bro. Wood, agent.

At Uvalde Bro. Birdsong, days, and Bro. Jenkins, nights.

At Spafford Opr. Murray and Potts.

At Del Rio we have Bro. Taylor, days, and Bro. Hall, nights.

At Eagle Pass Opr. Murray does the day work and bills the Mexico coal.

This completes the roll of night operators, and as the writer is of that class is unable to give all the day men.

Opr. Smith, who was with us during the winter months, has left the S. P. for parts unknown.

Bro. Watkins, who was with us for a few weeks during the "washout" rush, has gone to the west end.

Bro. Wilson has also drifted further west.

Bro. Lester, former night man at Eagle Lake, is now with the S. A. & A. P.

A few of the "Scab Route" strikers are drifting this way, and are always treated right.

Boys, don't forget to snub the S. R. We will bet our new stylus there is not a S. R. folder on this pike, and their maps have all been covered up with S. A. L. maps. Keep it up and they will come to time yet. Every operator would do well to read the Appeal to Reason, a labor paper published at Girard, Kan.

CERT. 4749.

Canadian Pacific Railway.

Northern Section, Atlantic Division:—

Month after month we look for news from our boys on the Northern Division. One would think we are all disinterested in the Order, but such is not the case. We are all "Red Hot O. R. T. men."

Our genial and competent agent, A. W. Tennant, of Frederickton, N. B., has been promoted to the auditor's office, Montreal, and attached to the staff of traveling auditors. Mr. Manzer, of St. Andrews, succeeds Mr. Tennant.

Owing to the heavy traffic at Andover, N. B., the company reopened that station June 1, 1900. Andover people are greatly rejoiced, as that station has been closed since the strike, owing to Perth Junction being on the opposite side of the St. John river. Mr. Matt Murphy, of Kilburn, has been promoted to Andover.

Mr. F. Dow, of Florenceville, has been promoted to St. Andrews. A. B. Gaines, of Bristol, succeeds Mr. Dow, and Chas. Tinker, of Watt Junction, takes Bristol.

Of course these changes bring on new men, and when they are approached in reference to O. R. T. they begin to quote that they do not want to discriminate against the company. Why should a corporation like the C. P. R. be prejudiced against such a worthy Order? Since being recognized, every man is working like a Trojan for the company's interest. In one instance a passenger was going west. Of course this agent would not allow a word in corner-wise, but simply showered in the splendors and comfort, etc., offered by the C. P. R. System, until the passenger folded his hands, with eyes towards heaven and quoted. "Oh, Heaven of love, but can it be, is a trip to Paradise ahead of me?" Then handed over the money for a ticket. Now how could the company expect this agent to do all this talking if he only got enough money to have three meals of buckwheat flitters a day and sleep on the soft side of a plank?

Supt. Newcomb deserves great credit in the manner in which he has disposed of the crowds of drunkards that generally hang around stations. At one station two men were drunk and disorderly; the superintendent intended having them arrested, but as soon as they got wind of it they escaped to the woods. The last heard of they were crossing the Rockies.

"WS" dispatching office is more than rushed. Relief Dispatcher F. E. Shea is hard at it night and day.

Genial Agent, Mr. R. B. Owens, has just returned after taking in the grand scenery offered by the United States.

Mr. Burpee, who for many years had charge of the leading stations on this division, passed away June 2d at Fort Fairfield, Me. Owing to ill health he severed his connection with the C. P. Ry. and went to California, but as that climate did not agree with him, he returned to Fort Fairfield. Mr. Burpee was highly esteemed and his many friends regret much to hear of his death.

NORTHERN DIVISION, N. B.

Chapleau Division:—

As I have scanned the pages of THE TELEGRAPHER for several months and found nothing from this division, I have taken it on myself to send in a word this month, hoping some other Brother will do likewise next month. It looks better to see our division represented in the journal, even if there is not much to be said.

Business is rather quiet at present, and the boys seem to be taking it easy.

Dispatcher S. P. Way is off on a vacation; I understand he is to take in the Paris Exposition. Let us hope he makes good crossings on his way over the "big puddle."

Jimmie Moors has gone to Chapleau for relieving, and Bro. Joyce takes his place, days, at Cartier. The birds get off the wires when "MR" opens the key.

Relieving Agent, Bro. M. V. Foley, is also off on holidays, Agent Robinson having resumed work at Cartier.

"PR" is till at Bisco, with Bro. Todd as night man.

Bro. Craig is back on his old job at "WO." after being off some time on account of ill health. Glad to see him back.

Bro. Amey answers "GU," nights, now, instead of days, on account of the change of time. The time of trains 1 and 2, "The Imperial Limited," were changed June 11th. She now makes the run between Montreal and Vancouver in about 100 hours. She has to "get there," making 60 miles an hour or better, a good part of the run in order to cover the entire distance of 2,900 miles in this time. They only make two stops on our division, 269 miles. This change shortens the run across the continent about twenty-four hours, which should be appreciated by travelers.

We have been watching with considerable interest for the verdict in the trouble with the Southern Railway. It certainly seems too bad

that such a large corporation, doing the immense business this road does, should not be willing to do the fair thing with their operators; but, as they are not, they will, without a doubt, realize in time, as other roads have, where they made their mistake. Let us hope the operators who went out have got better positions before this.

I suppose most of those who read this have heard about the large and muscular mosquitoes they have down in New Jersey, where one was known to have drilled a hole through a large iron kettle and got his bill clinched by the men underneath, and where the farmers put ropes around their necks and use them regularly to drill holes in the ground for planting potatoes. Well, I can't vouch for this, but I know one night about eleven-thirty, not long ago, while waiting for the mixed from the East, I seated myself just outside the office, to enjoy the cool evening breeze and get away from the many insects that infested the office. By the way, the mosquitoes of Western Ontario are a very intelligent breed, some of which have grown quite gray, apparently from many years of faithful service. But, as I was saying, I sat down in the cool breeze, just outside the office window, which was open, and listened to the strains of an old "fid," which came from a house not far distant, where a French "hoe-down" was under way, which, save the guttural "Ung" of a bull-frog from the marsh nearby, and the now and then dismal "who," "who" of a centenarian owl from the neighboring woods, was all there was to break the midnight stillness. My mind was neither on the frogs or owl, or to any great extent on the dance, and I fell into a drowse. Presently, I heard the faint, sweet strains of a waltz, coming from behind. I mechanically turned my head, and my eyes rested on the relay, just inside the office window, on the base of which were standing two mosquitoes, of gigantic proportions, the one slightly larger than the other, with his arms around his partner, as if about to start the waltz. Immediately the music commenced again, and I saw, seated on one of the binding posts, another large mosquito, with long, gray whiskers, his legs crossed, violin and bow in position, and bringing forth the waltz time, as from a master hand. The couple trying to waltz were amateurs and did not fully understand the step, but, after considerable coaching and several attempts they went through with it all right, and I could see by the nods of approval from the old fellow behind the violin, that he was satisfied. The shrill whistle of 117 brought me to my senses, and as I went to kick off the semaphore, my thoughts wandered back to years ago, where, in a far away city I practiced the "five step" with "the girls of me heart," and I could but sigh. If any reader from Jersey or elsewhere has any doubt as to the craftiness of the mosquito of this country, they will please correspond with me and I will convince them. I have not exaggerated the truth in the least.

R. Z. M., CLERK, 99, DIV. 11.

Duluth and Iron Range Nuggets.

Having seen nothing in the way of items from this neck of the woods I will now endeavor to put together a few words that some of the readers may be able to comprehend what kind of business we are doing with our 125-ton engines. It is simply great to see them sliding down the hill section after section.

Highland will no longer be considered a terminal on account of the double track completion. Bros. C. D. Byall and P. S. Ringley are mighty glad of this, as now they will have time to go out trout fishing.

Bro. Sparrow, at "MS," says he is not afraid of the English craft since Finnegan and himself purchased a Winchester. They are getting in good practice for moose.

Harry Beall and Mr. Scott are holding down Waldo. It will be impossible for Harry to stay with us longer than fall, as he will have the wires all burnt to pieces by that time, but for Scotty, I think he will have an excellent reason to stay longer. If we are not mistaken you had better get the cigars ready now, because we cannot arrange all of us to get around at the wedding.

Jack Dillon, at "RU," says he cannot sleep nights, and prefers working days.

McCormack, at Summit, cannot "OS" on account of the miserable mosquitoes. It will only be a short time, "KO," for them to hunt their holes.

Say, boys, why don't some of you older heads pull on the ribbons a little. I think we could be getting \$55 as well as \$50. You should be aware that our officials are very genial gentlemen.

By the way, what do you think of that fellow who is running for State Railroad Commissioner? He never joined a union in his life, and now claims to have all the union brotherhood at his back. Wouldn't that kill you? HADLY.

Pere Marquette Railway.

Petoskey Division:—

Owing to rush of business, scarcity of changes and other news items, this Division was not represented in last issue.

There has been a few changes lately that have come to the notice of your scribe:

Bro. Witherell, agent at Alden, has gone to Ottawa Beach in the same capacity. Think "Billy" is fond of resorting and summer girls.

Bro. Parks, of Kent City, took a vacation recently, Bro. Bower relieving him.

Mr. Cook, agent at Kaleva, has resigned, Mr. Woodall, of Canfield, taking charge at Kaleva. It is rumored that Mr. Cook will go into the millionaire business.

Mr. Pierson, from Muskegon, has been appointed agent at Alden.

Bro. Gain, agent at Williamsburg, has resigned and will try braking. Success to you, "G." Hope you will honor my card when you become a "knight of the punch."

Mr. Donald, of Rapid City, nights, goes to Williamsburg as agent. Understand Mr. D. in-

tends to wear the button soon. He isn't the only splice in the wire.

The Southern situation has undoubtedly been thoroughly discussed by the various correspondents ere this, but there is another question that I have never heard comment upon. Did it ever occur to you agents and bill clerks that it would be quite proper for you to keep tab on the various roads that are showing the O. R. T. favors, and give them an extra car or two now and then, just to assist them to pay the increased salaries and overtime allowed the boys? We do not wish to boycott all non-scheduled roads, but I think this idea would be beneficial to our cause; at least there's no harm. If you approve of this idea, Bro. Perham, give us a list of the scheduled roads in the columns of THE TELEGRAPHER and we will paste it in our hats for ready reference. ED.

To All Concerned:—

Please take notice of my change of address to 900 Owen St., Saginaw, Mich.

Yours in S. O. & D.,

A. T. LANDRY,
L. S. & T.

Pere Marquette System, Division No. 39.

A. T. & S. F. System, Div. No. 23.

Chicago Division:—

The many friends of Bro. H. A. Norton, the long-time day operator at Galesburg, will be pleased to learn that Bro. Norton has been promoted to the position of extra dispatcher and night operator at Chillicothe. Mr. L. A. Patterson, formerly night operator, promoted to the day shift, Opr. Tupper, nights.

Bro. J. F. Hinthorn, agent at Dahinda, has returned after a week's vacation, visiting Chicago and surrounding country, Opr. P. L. Johnson relieving him in his absence. Also Bro. August Meier, agent of Williamsfield, is taking a few weeks' vacation, relieved by Bro. Jas. O'Connor.

MARRIED.

At the home of the bride's parents, April 4, Bro. Robt. Price, of Corwith Junction, to Miss Jean Rankin, of Stronghurst, Ill. Bro. Price is a member of System 23, and is at present working days at Corwith Junction. The Division extends their heartiest congratulations, and wishes them a long and happy married life. Where are the cigars, "RO"?

Mr. C. W. Layman, agent at Lomax, returned from a business visit in Iowa last week, relieved by Night Opr. E. F. Rowe, Opr. Brown, from Minonk, relieving Mr. Rowe.

Bro. J. D. Root, night operator at Knox, has had the misfortune of being relieved from duty, Opr. Jno. Christian, from Stronghurst, taking the vacant chair.

Brothers, have you sent in the special assessment yet? If not, do so at once, for the sooner it is in the quicker our General Chairman will get over the Division.

Bro. C. F. Clark, agent at Dallas, has been called to the deathbed of his father in Missouri, Night Opr. Bro. P. F. Streiby signing the balance sheet in his absence, Opr. P. L. Johnson doing the "owl act."

Bro. L. H. Wilson, night operator at Ormonde, has resigned and departed for the wild and woolly West on a prospecting tour. Good luck to you, old man. Relieved by Opr. Tupper.

Bro. Walter Clowes, agent at Edelstein, has departed for an extended trip in Canada and surrounding country. Relieved by Bro. W. R. Jackson.

Opr. John Christian, at Knox, has been relieved by Opr. J. W. Cullen, from Holton, on account of older man. The girls were sorry to see you go, "J."

Night Opr. L. A. Patterson, of Galesburg, returned to work last week after a short vacation. Relieved by Opr. Tupper.

Bro. C. S. Wheeling, formerly night operator at Decorra, during the last winter, has been transferred to the agency at that place, Bro. Chas. Snook going elsewhere. How about that trip to "FA," "NS"? Opr. Jno. Christian working the night shift. Div. Coa.

Eastern Division:—

L. C. Messick, "PK," is now working as extra dispatcher at Topeka, third trick.

W. A. Purkett, now manager "PK," with C. M. Trimble assisting; T. C. Porter, nights.

N. J. Overstreet, from Le Loup, to ticket clerk at Guthrie. N. J. will fill the bill O. K.

N. D. Mathers transferred from Valley Falls to Lebo.

C. Fleisch, late of Richter, is now working at Wiggam.

W. E. Luke is now working at Gardner, nights.

MARRIED.

At De Soto, Kansas, April 25th, Brother Eugene E. Maschall and Miss Belle Taylor, were united in the holy bonds of matrimony. Bro. Maschall is agent at Clare, Kansas. Mrs. Maschall was one of De Soto's fairest. Their friends extend congratulations and best wishes.

Middle Division:—

Bro. F. J. Conway, day operator, Braddock, is relieving Bro. A. B. Class at Florence, nights. Mr. Class is taking a few days lay-off to move his household goods, as well as recuperate.

Opr. Koontz is relieving Bro. Conway at Braddock, Kelly taking the night job at Braddock.

Bro. Pence has been appointed agent at Conway, J. H. Richards, an old timer, being relieved.

Bro. Jones is again at his post at yard office, Emporia, having recovered from quite a severe spell of sickness, Bro. Perrine going on nights again.

Bro. A. B. Harding, our General Chairman, made a flying visit over the Middle Division this week, en route to Maxville, to settle a grievance for one of the Brothers who was discharged some time ago. Bro. Harding is a hustler and the boys should lend him every assistance possi-

ble, that he may be able to carry out his plans. He is working and devoting a great deal of time on the road, and doing an inestimable amount of good for the Order. Therefore, let us not be selfish in the matter and allow this responsibility to rest all on one man, but arouse ourselves to the situation and do our part, and I will guarantee we will all be surprised in the course of twelve months at the growth of Division 23, and that we can claim 100 per cent-organized. Then it is we can begin to look forward to that better day, but this will never be realized unless we open our eyes to the true situation.

New Mexico Division:—

Bro. Frank Walker, day operator at Starkville, has taken a sixty-day leave of absence, and will tour the Pacific Coast. Bro. Milliken relieved him. Bro. Ed Stayton, from Timpas, will hold down the night trick.

Bro. J. T. Ryan has returned to Hoehnes as agent from a visit in the Northwest. Bro. Mason goes to Bloom, nights.

Bro. O. S. Plott is now working nights at Trinidad. He says it's a warm job. Impossible to get any sport.

Bro. Guy Johnson, of "WS" office, will soon take a trick in dispatcher's office at that place. Guy is a good operator and think he will make a good dispatcher.

We have one or two new arrivals, have been unable to learn their names, but understand they are all members.

Southern Kansas Division:—

Night offices at Garnett and Humboldt closed.

Bro. Wilson, from Garnett, nights, at Independence, days, Bro. Halbert, nights. Bros. Long and Chandler resigned. We are sorry to lose them.

Bro. Flaherty, from nights in dispatcher's office, at Chanute, is doing the "owl act" at Longton. Bro. Flaherty recently called your correspondent down for wearing a hat not made by union labor, and we are glad to say we have cast it aside and are now wearing a hat with the United Hatters' mark in it. I hope we will all watch this.

Oliver Buckley, a new man, is doing the day act at Elgin during the stock rush.

Bros. C. G. and J. E. Johnson were recently called to the bedside of their dying mother in Oklahoma. They have our sincere sympathy.

Bro. W. W. Gray, at Eureka, has resigned to go into business at Chicago.

Bro. Williams, of Chautauqua, was called home recently on account of the sickness of his mother, who, we are sorry to say, died while he was there. We extend our deepest sympathy.

Bro. Woods, from the R. I., who worked a few months with us, has gone to the Missouri Pacific.

Bro. Dalrymple is working the night operator trick in the dispatcher's office at Chanute.

Bro. Bidwell, of Richmond, nights, is off for a few days' recreation.

Bro. Allen, of Erie, is now agent at Niotaze, vice J. J. Goggin resigned. Bro. Goggin will go to Colorado.

Bro. W. L. Brewer is in Kansas City with his family. One of his boys, we learn, is very low. Bro. B. seems to have more than his share of bad luck.

Bro. Patrick Henry Crahan, the genial relief agent, is acting as superintendent of terminals at Gridley during Bro. Brewer's absence.

Bro. C. W. Cook, the handsome day operator at Ottawa, is in the chicken business as a side line. He is said to be the father of some fine birds.

Bro. C. C. Chambers is relieving Bro. Harding at Williamsburg. From Bro. C's physique, I would judge he was well fed and well cared for, perhaps by some of Williamsburg's fair damsels.

Bro. E. M. Hathers, "the pugilist," still holds down Princeton.

Bro. Jo. Murphy, "the Irish comedian," still does the "OS" act at Girard.

Night offices at Garnett and Humboldt are closed for a time. Bro. Wilson, "one of the best boys on earth," is doing the day act at Independence.

Bro. C. J. Waterhouse, of Agricola, keeps one of the neatest stations on the road.

Bro. Maxey at Waverly is getting too fat for any use. He should train down for the hot weather.

Bro. McCoy is doing the day trick at Humboldt.

We learn there is a ham factory sprung up at Carlyle. Some Brother nearby should investigate.

CERT. 281.

"C. O. Johnson has been appointed agent at Duquoin, Kan.

M. M. Ulfers is now a member of the "VG" force at Las Vegas.

O. R. Smuck is now agent at Carvel, Kan.

W. W. Truby has been transferred to Ashland, Kan.

H. J. Newman to Coldwater, Kan., agency.

S. Stakemiller to Coldwater, Kan., agency.

W. H. Kirk to Spivey, Kan., agency.

N. F. Follett to Anness, Kan., agency.

H. L. Atherton to Red Rock, I. T., agency.

J. O. Cales to Blenco, O. T., agency.

F. F. Baxter and W. F. Hollis are doing the relay work at Oklahoma City, O. T.

J. E. Byer transferred to Kinsley, Kan.

The A., T. & S. F. General Committee met at the Leland Hotel, Chicago, June 15th, to confer with President E. P. Ripley.

Western Division:—

Bro. W. J. Lewis, of this Division, and formerly with this road, is now day operator at Peru for the U. P. Ry.

New man at Palmer Lake, nights, whose name we have not yet learned. This is a pretty busy point, but a good place for the right man, and we think the right man has at last struck it.

Bro. Kibbe has the day trick in Mr. Payn's office, Colorado Springs, and he wants the boys to be on time with their "89." -If you think this

brother is not busy, better call around and convince yourself.

Bro. Haskell, at Pring, has a lot of fine breed rabbits, and will be prepared before long to let the brothers have pedigreed stock at lower prices than they can secure elsewhere. Address Monument P. O., Colorado.

Bros. Wood and Brown, at Edgerton, will have to get up and scratch now since the additional work giving those work trains time on the C. & S. flyers (?). How many eggs are you boys getting now, and how do you like your new neighbors in that additional car received not long ago?

Bro. L. T. Barton, in dispatcher's office, working the wires until 2 o'clock in the morning, when he begins hustling delays and reports for the rest of the night until 7 o'clock A. M. Bro. B. recently moved his family from Newton, Kan., to Colorado Springs, and seems pretty well satisfied. He is a nice boy to work with.

Mr. Skinners, who was in Colorado Springs depot for a short time and later night operator at Skinners, has left the service of this road to enter that of the Rock Island. He says his new position is in the general office.

Bro. Jas. A. McConnell seems to be doing lots of running around, but believe he is trying to find a place that agrees with him. He was last heard from at Colton, Utah. Wonder if he will marry one of those Mormon beauties we hear so much of.

Mr. Hackett, for some time past dispatcher in Colorado Springs, "DS" office, has been transferred to LaJunta. He is missed on the north end, but glad he has something better as third trick man where he now is. A new man takes the place made vacant by Mr. Hackett, whose name we did not learn. He is one of the best men we ever worked with.

Bro. J. W. Thompson, better known as "Bill," who has had some experience at punching the bag, has located at Cooper's Lake, Lookout P. O., Wyoming. He must be keeping bachelor's hall, for he asked Agent Vary, at Greenland, how to make cake without milk. Wonder you would not take a lard bucket and go over to yonder farm house and get the milk, since you can and did drink all Vary's cows gave.

Bro. H. C. Smith is once more back in Colorado Springs, "CP" office, and we hope this time he will be able to keep it. He has had this place six or seven times before, but unfortunately for him he was always bumped by a man only a few hours older than himself. He is batching while his family is in Utah visiting relatives.

Bro. M. B. Cone has resumed his old position as agent at Fountain, Colo., having returned from his Eastern visits. He looks better after this recreation and we are glad to see him back again. Bro. Black, who relieved "CN," has returned to his regular position at Sedalia, nights. Black is a good, all-around man, and works for the interest of the company as well as his own. He left a flag at a broken rail not long ago and also reported the matter to the dispatcher. Most of us have some of this kind of material in us, and it is the opinion that we do not lose by it.

Steam Shovel has moved from Husted to Edgerton. It handles nearly two hundred cars per day under the excellent management of Conductor O'Connor, who is in full charge of the work. It keeps Conductors Cox and Rogers busy taking them out of the way. Before many years the small bridges or trestles will be a thing of the past, for stone arches covered with dirt are fast taking their places.

Bro. F. M. Harrison, who has been working extra for some time at various points on the Santa Fe, has left the service to engage in the grocery business in Florence, Colo. Recently he came into possession of some money left him by an aunt, and he is to be praised for his good judgment in investing the same. Our members wish him every success. CORRESPONDENT.

Lampasas Branch:—

"Verily, the way of the transgressor is hard."

In the *Huston Post* of June 25th, we see in bold head lines: *Thirty-five killed in a wreck. Most of the unfortunates were burned to death. There was no chance for rescue and they perished miserably.*

What a sad, sad accident. There is not a member of our noble Order that will not regret and lament the loss of life in this accident. Thirty-five persons hurled to death without a moment's warning, not very pleasant to think about but what road was this that has happened to such an appalling disaster? Was it a road that is friendly to organized labor, especially the O. R. T.? No! The O. R. T. has just concluded an unsuccessful strike, and the Southern Railway, upon whose track this terrible accident occurred, went on record as the great American scab route, a route that pays its employees from \$18 to \$35 per month. Is it fair to assume that this class of labor is reliable? Can the Southern Railway get men to work for \$18 to \$35 per month that other roads are paying \$60 to \$75 for like employment? No, most assuredly not, and what a pity we cannot go into press in all the large dailies and give the public the facts of these conditions.

This accident was caused by a wash-out. A bridge was undermined and the train crashed through, killing thirty-five people who had paid their money and boarded the Southern Railway train in good faith, thinking, of course, that they were in reliable hands. Well, perhaps they were; that is not for us to say. Let the public judge for themselves, and let the Southern Railway pay five hundred thousand to a million dollars for this accident.

In March, April and May of this year, Texas railroads had just such rains and wash-outs as the Southern Railway officials are now complaining of. The M. K. & T., the Southern Pacific, and the grand old G. C. & S. F. all had their troubles, and many bridges were washed away, but did any of their passenger trains, laden with men and precious women and children get into trouble? "Nary a time." The employees on these roads all work under first-class contracts, are

well paid and better treated. All are competent and take a special interest in their company.

Well do I remember often when it would be pouring down rain, a regular cloud-burst, you would hear some operator call the dispatcher and tell him of the tremendous down-pour of rain at the same time telling him that section foreman had just gone over the track, or had just returned and reported track O. K., or telling of some dangerous place and saying that he had notified such and such a train. These men are well paid, intelligent and competent men, and have sense enough to help run a railroad. Cheap men are easily handled in case of a strike, but they are mighty poor material to swell the dividends of a railroad company.

Brothers, if any of your friends have even a dog or a monkey to go via the S. R., tell them they had better make them walk.

Yours in S. O. & D.,
WAMPUS.

Denver, Col., Commercial Notes.

I. L. Adkins has gone to St. Louis, Mo.

John C. Corum, of Associated Press office, is spending two or three weeks' vacation at Dunsburg, Mo.

Wm. P. Freeman, formerly with W. U. Tel. Co., is traveling for the Colorado Midland Ry.

Conduce L. Gatch, formerly located with A. T. & S. F. Ry., has gone to Ysleta, New Mexico.

Ray Gould, formerly with W. U. Tel. Co., has gone to Leadville, Col., with same company.

Miss Anna Y. Holbrook has given up telegraphy and has gone to Nebraska.

Walter Kline, who was located with W. U. Tel. Co., and was from Toledo, Ohio, is dead.

John R. Lamb is now located at Omaha, Neb., acting as chief clerk for Supt. J. J. Dickey.

Frank B. Losey, formerly of Denver, died on steamer while on his way from New York to Galveston, Tex.

Edw. C. Lyon has gone to Fort Worth, Tex.

Fred Martin, formerly of Lockport, N. Y., is with Proudfit & Co., brokers.

Jno. Morris, formerly with Colorado & Southern, has gone to Memphis, Tenn.

Gilbert R. Perkins, formerly with W. U. Tel. Co., has gone to Chicago, Ill.

Frank E. Rudenauer, formerly with Postal Tel. Co., has gone to Cleveland, Ohio.

L. F. Sharp, formerly with a broker, has gone to St. Louis, Mo.

Chas. H. Shedd, formerly with W. U. Tel. Co., is now with Armour & Co., at Chicago, Ill.

The Ohio River Railroad.

It has been quite a while since we heard anything from the "O. R." but we are right down here, business brisk and everybody in the best of humor.

Mr. Kempton does the daylight act at Benwood, and Mr. McPeak will take good care of you when you drop into Moundsville.

We have not learned our friend's name at Powhattan yet.

Our two new moguls, the 61 and 62, are fine machines and are doing the necessary on the south end. The new heavy steel is quite an advantage to the Ohio Valley Flyers, and when Engineer Cortright can't come in on time it's not his fault.

At "WN" we find Mr. Andrew Engle, days.

Mr. G. W. Kane takes care of things at Clarington.

Bro. Glenn LeMasters answers the call at Proctor.

Bro. H. J. Smith is relieving Mr. Powers at New Martinsville, who, we "13," is sick.

At Sistersville we find Mr. Taylor, days, and Mr. Bridgeman working nights.

In our dispatcher's office we find Ike Moore, first trick; A. H. Farrell, second trick; A. O'Leary, third trick, and a better set of fellows can't be found, while our chief, Mr. C. F. Casper, is always ready to favor the boys when he can.

We understand our second trick dispatcher has taken unto him a life partner. Accept our congratulations, "FA," and remember we all smoke.

"THE KID."

Choctaw, Oklahoma & Gulf.

J. K. McCarthy is agent at Caddo, O. T., during the stock rush.

Stock business has been rushing lately from Texas points to feed out West.

D. C. Hart has been installed agent at Hurrah May 1, vice J. G. Sand.

Tom Moon is "owl" at "KX" office, Oklahoma, O. T., and Opr. Caldwell has gone to Little Rock in general offices.

Office will soon be opened at Gumbo pit, where work train will be put on.

J. C. Blaine, our former chief dispatcher, has gone to Kansas, being made chief on Division of Missouri Pacific.

Mr. Land, former agent at Hurrah, O. T., is operator at Gumbo Pit.

Bro. Baxter, at "K" office, Oklahoma, O. T., is now clerk for C. B. Hart, Western agent, with headquarters at Oklahoma.

Bro. Kidwell, day operator at Weatherford, O. T., succeeds Bro. Baxter at Oklahoma.

Bro. Hundley is working nights at Shawnee, O. T. "HU" is an old timer in the Order, being with it nearly since it was organized.

Mr. J. K. McCarthy, recently agent at Caddo, O. T., will soon wear one of the new buttons.

CERT. 2820.

Notice to Correspondents.

Copy for this department must reach the Editor by the first day of the month of publication. Telegraph calls and personal "Sines" should be avoided, as they are unintelligible to the majority of our readers. Personal reflections on non-members and attempts to rawhide telegraphers into joining the Order are usually eliminated. Correspondents are requested to write legibly and briefly, using only one side of the paper.

EDITOR.

Grand Division

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

W. V. Powell.....President
St. Louis, Mo.
M. M. Dolphin.....First Vice-President
St. Louis, Mo.
A. L. Taylor.....Second Vice President
St. Louis, Mo.
H. B. Perham.....Secretary and Treasurer
St. Louis, Mo.

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F. J. Reynolds, Calgary, N. W. T.

ADVERTISING.

All matters pertaining to advertising will be referred to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. W. V. Powell, President, St. Louis, Mo.; H. B. Perham, Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairmen. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Local S. & T., Drayton, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 2, WASHINGTON, D. C.—Meets 1st Saturday in each month at Society Templars' Hall, 5th and G Sts., N. W., Washington, D. C.; E. F. Broome, Local Pres., Benning, D. C.; V. Marcinkowski, Local S. & T., 813 6th st., N. W., Washington, D. C.

NO. 3, HARRISBURG, PA.—Meets first Tuesday evening at 8 o'clock p. m., and third Sunday at 2 o'clock p. m., of each month in Ensminger Building, corner Third and Cumberland sts., Harrisburg, Pa. H. B. Oleweine, President, 633 Muench st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m. at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Local Pres., Oaks, Montgomery, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairmen, E. T. Nickel, G. C., Amsterdam, Mo.; P. H. Williams, Local S. & T., Amaret, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Millard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Local S. & T., Wood River, Neb.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local S. & T., 835 Elk st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. W. B. Dobbins, Local Pres., North Vernon, Ind.; J. E. Hudson, Local S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. H. Morris, Local Pres., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.

NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Local Pres., Orano, Me.; E. L. Keyes, Local S. & T., Great Works, Me.

NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., at 619 6th st., Parkersburg, W. Va. P. Costello, Local Pres., Belpre, Ohio; G. J. Steurer, Local S. & T., 626 Depot st., Parkersburg, W. Va.

NO. 13, DULUTH, MINN.—Meets 3d Sunday of each month at 8 p. m. at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Local Pres., 1620 Oaks av., West Superior, Wis.; D. A. Short, Local S. & T., 1620 Oaks av., West Superior, Wis.

THE RAILROAD TELEGRAPHER.

- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Local S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shepheld, Local Pres., Alexandria, Ont.; R. E. Allison, Local S. & T., Greenfield, Ont.; P. D. Hamel, Asst. L. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. p., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. W. H. McNabb, Local Pres., St. Thomas, Ont.; B. Knight, Local S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. J. B. Coniff, Local Pres., 1206 Guilford ave., Baltimore, Md.; J. B. Finnan, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock p. m. at 1008 Lipscomb st., Fort Worth, Texas; C. A. Burton, Local Pres., H. & T. C. Ry., Frt. Office, Fort Worth, Texas; C. A. Burton, L. S. & T., 908 Jarvis st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, Local S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. J. E. Hunsberger, Gen'l Chairman, Elmwood Place, Ohio; A. C. Bushwaw, Local S. & T., 1617 East 5th st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; L. D. McCoy, Local S. & T., Gibson Station, I. T.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. A. B. Harding, General Chairman, Williamsburg, Kan.; J. A. Newman, Local S. & T., Wichita, Kan.
- NO. 24, WILLIAMSPORT, PA.—Meets 1st Wednesday of each month in Wightman Block, No. 22 West 4th st., Williamsport, Pa., and on the 3d Friday of each month on third floor Postoffice Building, Main st., Lock Haven, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Local S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. D. Wright, Jr., Local Pres., Brunswick, Md. C. D. Shewbridge, Local Pres., Keep Tryst, Md.; E. L. Harrison, Local S. & T., Brunswick, Md.
- NO. 27, LOUISVILLE, KY.—Division covers the Louisville, Evansville & St. Louis Railroad System. Meets subject to call of Chairman. E. P. Roach, Gen'l Chairman, Germantown, Ill.; Jos. Watchinger, Jr., Local S. & T., Bartleso, Ill.
- NO. 28, PEORIA, ILL.—Meets 3d Sunday afternoon at 2:30 at Odd Fellows' Hall, 122-124 S. Jefferson st., Peoria, Ill. J. R. T. Auston, Local Pres., Peoria, Ill.; F. M. Widmeyer, S. & T., 604 Ravine av., Peoria, Ill.
- NO. 29, NEW HAVEN, CONN.—Meets on 3d Sunday morning of each month at 10 o'clock at K. of P. Hall, 45 Wall st., Bridgeport, Conn. T. O. Tiger, Local Pres., 53 Broad st., Stamford, Conn.; John R. Cardinal, Local S. & T., 164 Franklin st., New Haven, Conn.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Local Pres., 1225 Sansom st., Philadelphia, Pa.; James Hutton, Local S. & T., 1464 N. 52nd st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; Jas. F. Burnett, Vice Gen'l Chairman, 1206 W. Markham st., Little Rock, Ark.; Sidney C. Mahanay, Local S. & T., Sherwood, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. A. R. VanGeisen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.
- NO. 34, BOSTON, MASS.—Meets 1st Sunday, 10:30 a. m., and 3d Saturday, 8:30 p. m., of each month at Rathbone Hall, 694 Washington st., Boston, Mass. R. R. McDougall, Local Pres., 17 Northfield st., Boston, Mass.; C. R. Withrow, Local S. & T., Westville, N. H.

THE RAILROAD TELEGRAPHER.

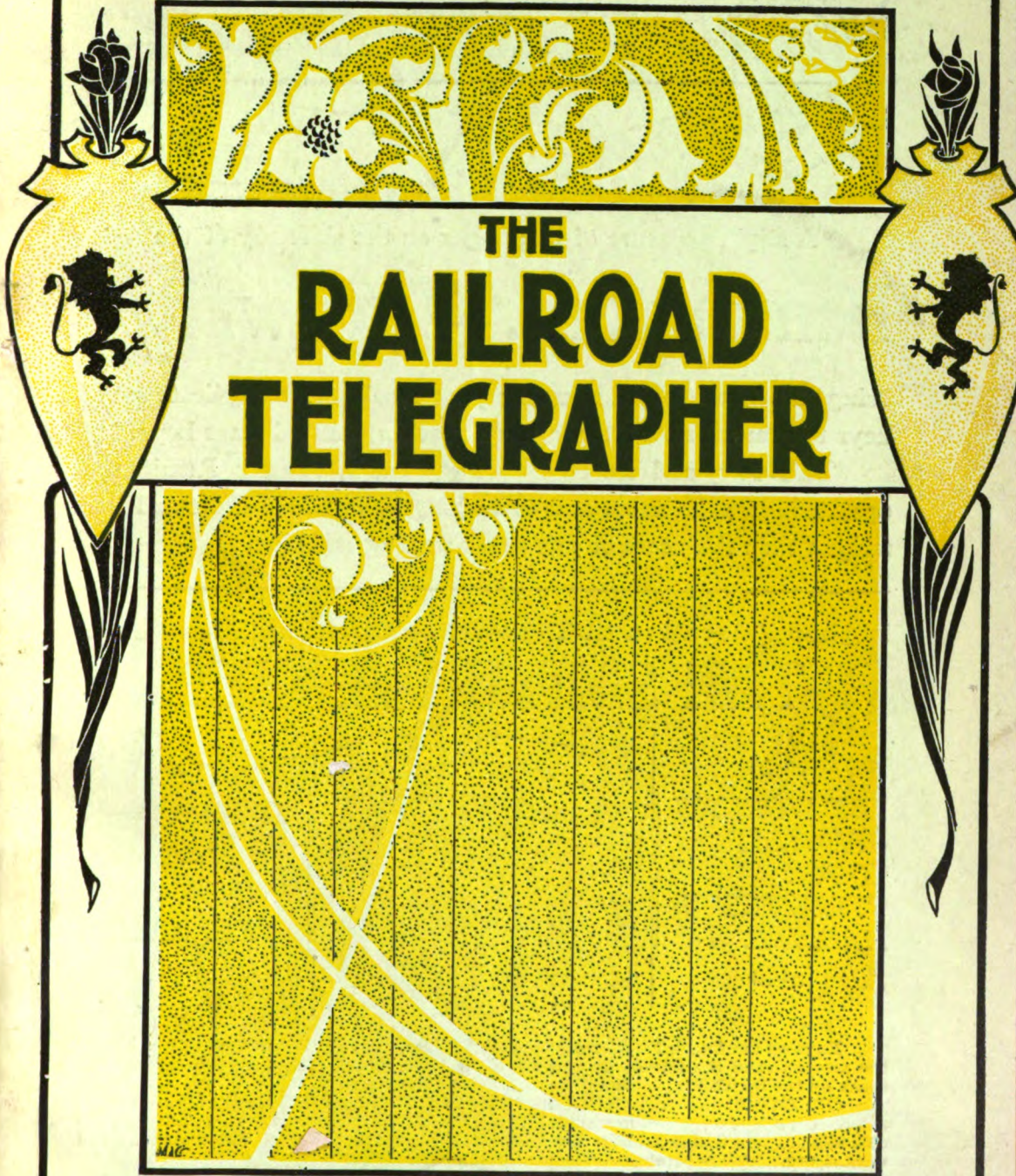
- NO. 35, PROVIDENCE, R. I.—Meets 1st Saturday in each month at 8:30 p. m., and 3d Tuesday at 9:30 a. m., at K. of P. Hall, 193 Westminster st., Providence, R. I. Geo. E. Joslin, Local Pres., Auburn, R. I.; F. L. Fowler, Local S. & T., Box 152, Auburn, R. I.
- NO. 36, ANDOVER, O.—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Local Pres., Williamsfield, O.; T. D. Dellmin, Local S. & T., Gen. Del., Youngstown, O.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Galion, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Tuesday evening at 8 o'clock at N. E. corner Broad and Third sts., Columbus, Ohio. L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 727 N. 3d st., Saginaw, E. Side, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Russell, Ky.
- NO. 41, ST. JOHNSBURY, VT.—Meets 3d Wednesday of each month at 8 p. m., at K. of P. Hall, St. Johnsbury, Vt. C. A. Ranney, Local Pres., Danville, Vt.; E. M. Stone, Local S. & T., White River Junction, Vt.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 43, CONCORD, N. H.—Meets 3d Saturday of each month at 8 o'clock p. m. at Capital Hall, No 19 Warren st., Concord, N. H. W. H. Meserve, Local Pres., Penacook, N. H.; W. B. Drown, Local S. & T., 300 Center st., Newton, Mass.
- NO. 44, NEW YORK, N. Y.—Meetings 1st Wednesday evening at 8 p. m., 3d Tuesday morning at 10 a. m., of each month, Brotherhood Hall, cor. Third st. and East av., Long Island City, N. Y. P. H. Enright, Local Pres., 1257 Bedford av., Brooklyn, N. Y.; J. F. Hinterleiter, Local S. & T., 149 5th st., Long Island City, N. Y.
- NO. 45, SPRINGFIELD, MASS.—Meets 3d Sunday in each month at 2 o'clock p. m., at Central Labor Union Hall, S. E. Cor. Harrison av. and Dwight st., Springfield, Mass. D. J. O'Connell, Local Pres., 71 Everett st., Springfield, Mass.; J. B. Belding, Local S. & T., Gilbertville, Mass.
- NO. 46, WORCESTER, MASS.—Meets ——— F. H. Bates, Local Pres., Sterling Junction, Mass.; J. F. Mullen, Local S. & T., Clinton, Mass.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coalton, Ohio; H. C. Mitchell, Local S. & T., Uniapolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. S. Hill, Gen'l Chairman, Montrose, Colo.; L. A. Parkhurst, S. & T., Room 6, Union Depot, Pueblo, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B, Portland, Ore.; A. O. Sinks, Local S. & T., Box 276, Portland, Ore.
- NO. 51, GROVE CITY, PA., Division covers P. B. & L E. Ry. System. Meets subject to call of Chairman. William A. Gorton, Gen'l Chairman; B. E. Crouch, Local S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. S. J. Konenkamp, Local Pres., 2705 Jane st., S. S., Pittsburg, Pa.; J. W. Barber, Local Sec'y, 256 S. Highland av., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 20 Eddy st., San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, Roseburg, Ore.; E. F. Wolever, Asst. Gen'l Chairman, territory west of El Paso, Texas, Boewawe, Nev.; W. R. King, Asst. Gen'l Chairman, territory east of and including El Paso, Texas, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View, Sta. L, San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. J. F. Coleman, Acting Local S. & T., Wickes, Mont.

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- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; J. W. Girt, Local S. & T., Navarre, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; W. H. Harris, Local S. & T., care H. & T. C. Frt. Depot, Fort Worth, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3 floor Western Union Bldg., 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemoor, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacook, N. H.; J. C. Miller, Local S. & T., 46 Summer st., Chelsea, Mass.
- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; H. F. McDonald, Local S. & T., Pocatello, Idaho.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Local Pres., Causapscal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. J. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnelton, W. Va.; E. J. Shaugnessy, Local S. & T., Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 116 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Local Pres., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Offices, Ogden, Utah; C. N. Custead, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; O. L. Rudisail, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m. at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 913 N. Fourth st., St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday evening of each month at 8 p. m. on 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 526 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av. 3d floor, Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; V. H. Cain, S. & T., 769 Oak st., Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago and Northwestern Railroad. Meets subject to the call of Chairman. E. R. Cram, Gen'l Chairman, Sugar Bush, Wis.; C. A. Ransom, Local S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.

Vol. XVII. No. 8.

August, 1900.



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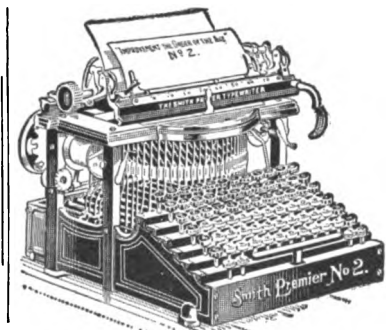
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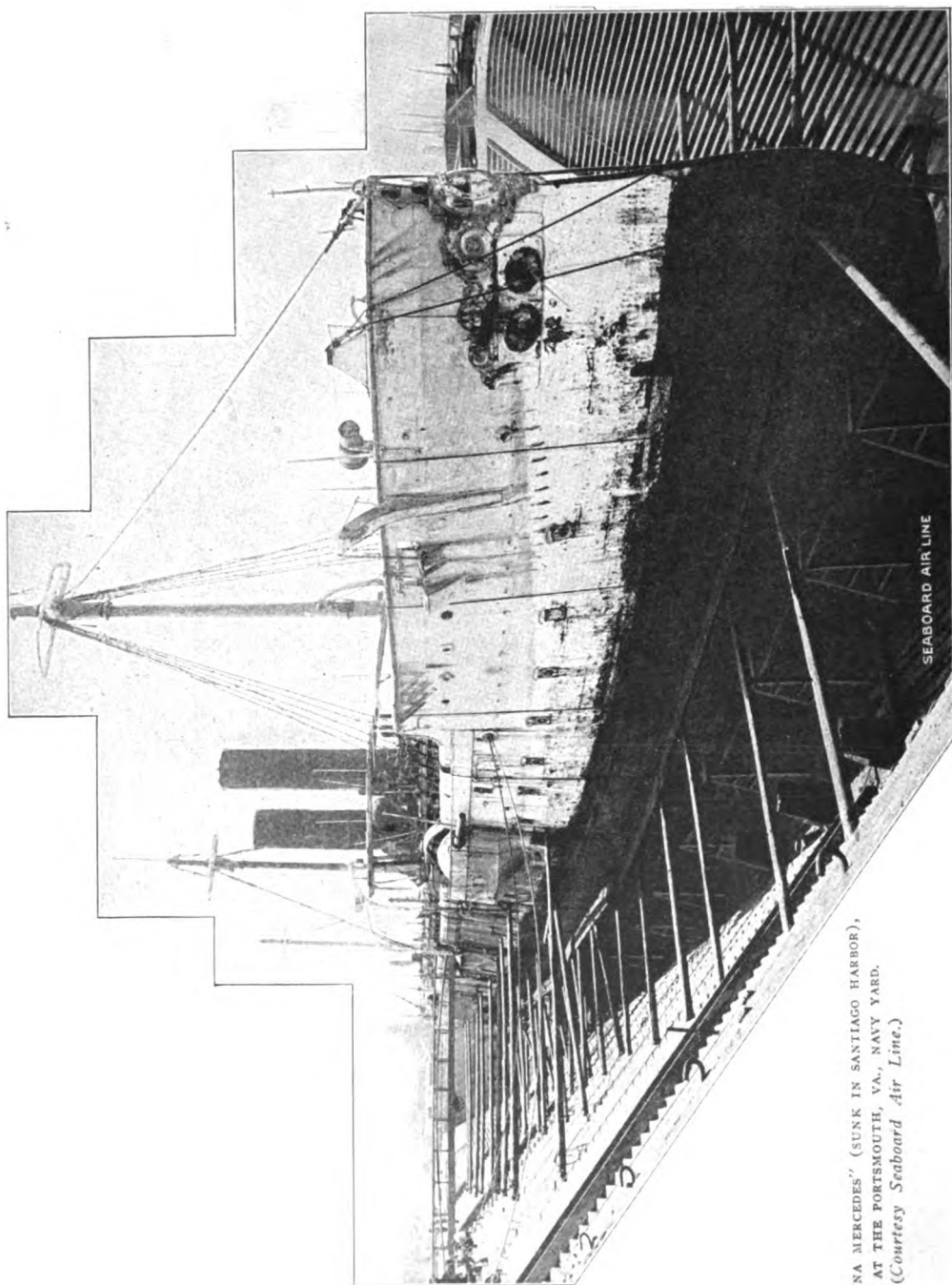
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(Courtesy Seaboard Air Line.)**

THE RAILROAD TELEGRAPHER

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H. B. PERHAM, EDITOR.



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No. 8.

EDITORIAL

DISPATCHING TRAINS BY TELEPHONE.

THE subject of moving trains by means of the telephone is again revived by one of the great trunk lines inaugurating the system in an experimental way in the Eastern states. The newspapers are being supplied liberally with items in regard to the success of the experiment, and, as usual, the early abandonment of the telegraph in railroad service is prophesied. This will in future be used as campaign material whenever the slaves of the telegraph get restless under restraint and make preparations to demand something better than a dollar per day or less than twelve hours for a day's work.

Railroad officials who have just stepped from the ranks and obtained a precarious footing in the official class are the most vigorous opponents to reforms in the telegraph service, and it is that class that is responsible for the newspaper items that slur the telegraph and laud the 'phone. One of the officials of a company, trying the experiment, is authority for the statement

that the new method has proven very successful so far, and he also adds that there is great probability that before very long the use of telegraphy will be almost entirely abandoned. The newspaper report says: "In handling trains by telephone, the orders are taken by the operator, written out and repeated to the dispatcher, and so expert have some of the men become that much time is saved. An experimental line has been in operation on the Philadelphia Division for two months and there has not been a particle of trouble."

Anyone who has tried to copy a message by writing it down as it came over the 'phone has found that it is a very difficult task indeed. A telegrapher could take four messages by sound while the 'phone operator was getting one, with the additional advantage that he could swear to the absolute correctness of every letter and figure contained in the message. Mistakes in telegraphy are often made by apprentices, and some roads are equipped with them solely because they will work for small pay to get a start in the business. The officials of the

road making the experiment, unconsciously perhaps, show this to be true to some extent in their case, from the following:

"The adoption of the telephone system, said an official, means a great deal to the railroad company, and is most distinctly a step in advance. We will be able to equip our offices with trained employes, men who have been in the train service and who are familiar with the operation of a railroad from long practical experience. We have, and so have all other roads, train men who have become injured while on duty, who are not able to do heavy work, or who have lost one or more limbs. Their minds are as bright as ever and their knowledge of railroading unimpaired. It stands to reason that these men can better meet the emergencies that confront an operator than a young and inexperienced person who has a position because of a knowledge of telegraphy." This is a plain indication that the railroad has been employing telegraph apprentices in their offices and towers, and it may be inferred on that account that the movement toward 'phones is not entirely from philanthropical motives. A company that has been placing young and inexperienced men in telegraph offices, where they are liable to be confronted with an emergency that means life or death to passengers and train crews, is making a dangerous admission.

Again he says: "Take an old engineer or conductor who has roughed it for years. He knows the whistle of every locomotive on his Division, how long it takes to come from one station to another, and a thousand and one details that eminently fits him for a tower telegrapher. His experience will be of benefit to the company, and he will have employment suited to his capabilities, and will not have to waste the information gathered during the years of running on the road. It strikes me that the telephone will come into very general use for this purpose." As these considerations are of more use to the train dispatcher than to the telegrapher the connection is not clear, and then, again, will these old veterans work for the pay that has been doled out to apprentice telegraphers?

With all due respect to the veterans and the cripples of the railroad service, it is the opinion of THE RAILROAD TELEGRAPHER that these officials are making a mistake and that disaster will be the result. The same or a similar experiment was made twenty years ago and it was abandoned because of misunderstandings that caused accidents and the party to blame could not be located because of the absence of written record.

This road now trying the experiment will doubtless tear out its 'phones inside of a year and find it profitable to put in experienced telegraphers at fair wages and an eight hour trick. When this is done their troubles in the telegraph department will disappear.

Now for a good word for the telephone. Ever since its inception it has been a useful adjunct to the telegraph; it aids in getting business to the telegraph wire, also from the wire to its destination. It has in every way increased the telegraph business instead of diminishing it as prophesied at first.

The inference is plain; rapid communication is an urgent and growing necessity of the times. Increased facilities mean enlarged use. The business of many localities is stifled for want of rapid communications. Telegraph messages everywhere are delayed at point of delivery for want of telephone facilities. Inaugurate the facilities for rapid communication in the country, as well as the city, and the people will eagerly take advantage of it.

On railroads an enlarged use of the phone will come. At terminal points the telegraph office should be connected with the office of the round house foreman, the roadmaster, the car shops, etc. To-day, in the majority of cases, when a wreck occurs along the line, the telegrapher has to leave his desk to find a messenger. Meantime every instrument in his office is beating a devil's tattoo trying to attract his attention for urgent business. Crude appliances and much uncalled for "rawhiding" is the rule, instead of the exception.

The telephone cannot be used safely for the movement of trains on single track, although a push button signal is sufficient where the track facilities are ample and

a block system properly established. It is a valuable adjunct to a telegraph office when there is an attendant to look after it, and, as the patents on telephones expire, and their use becomes more general as the cost of equipment decreases, it will cause the employment of more people. What is looked on as a convenience to-day becomes an absolute necessity to-morrow.

THE RAILROAD TELEGRAPHER favors improvements and progress, and therefore advocates the rapid extension of the means of quick communication. It also contends for fair wages for the people, who, by strict attention to duty make quick communication possible. Stingy economy that endangers life and limb, and acts as a barrier to progress, is to be decried. The movement of trains on telephoned orders is false economy, and may be classed as a dangerous experiment.

THE CHINESE QUESTION.

IF people would pay strict attention to their own affairs and decline to meddle with those that more closely concern others, an immense amount of friction would be avoided and life would be more pleasant. Not only does this reflection apply to vast considerations like the subjugation and dismemberment of China or the pacification of South Africa, but to the trifling affairs of every-day life.

The disposition to neglect the duties that are fairly ours, and attempt to arrange other and more complicated matters with which we properly have no concern, is one of the most amusing errors that humanity is heir to.

Observe the people of England spending millions in foreign missionary work and then visit the East End of London, where hordes of their own people are living in a more degraded state than the savage in the jungle. Look at the United States, developing a vigorous foreign policy, learning to play chess with empire for the pieces, while in our own country the people are discontented from one shore to the other on account of poorly requited toil and the inequitable distribution of wealth.

In the immutable scheme of justice that eventually regulates all things, the brighter intellects who have failed in their duty and brought on terrible conditions will pay the penalty from which there is no escape. From present indications the scourge of war is going to sweep over Europe and Asia, and thousands and hundreds of thousands of lives will be given up as a sacrifice for the stupidity and cupidity of mankind.

What brought on the troubles in China? The best and clearest explanation from a Chinese point of view is contained in an interview, published in the *London Express*, with one of these terrible "Boxers."

"You English," he observed, speaking our language with remarkable fluency, "only look at Chinese matters from your own point of view. Oh, if you could only look at them from ours! Western civilization is to us a mere mushroom. It is a thing of yesterday. Chinese civilization is unnumbered thousands of years old. We consider ourselves at least 2,000 years ahead of you.

"There was a time when we had, like you, our 'struggle for life,' our race for wealth, our ambition for power, our haste and hurry and worry. We, too, had your clever inventions—gunpowder, printing, and the rest—but we have lived long enough to find out how essentially unnecessary all these things are. We have also had our periods of doubt, fanaticism and dissension in matters of religion. We have had our martyrs, our reformations, our non-conformists, our intolerance, and, finally, our toleration. Yes, thousands of years ago.

"But, as I say, we have outgrown it all. From the experience of past centuries we have learned wisdom; from the mistakes and disasters of our ancestors we have learned that none of the things for which we strove were really worth striving for. Our passions and ambitions have settled down into a calm desire for happiness in this world; our religion is reduced to a philosophy of life which the tests of the last two thousand years has proved to be absolutely sound.

"We believe that the best thing to pursue in this life is happiness, and we teach

our children that their happiness can only be secured by the performance of duty, by the observance of moral and business obligations, and by surrounding one's self with a circle of equally happy friends and relatives. If a Chinaman prospers beyond the lot which falls to his kindred he finds his greatest happiness in sharing his good fortune with them. And in China we never cease to work. There is no such thing as 'retiring from business.' Work is part of our pleasure, because it is part of our duty.

"We believe in making the best of this life, which is the only one we know anything about for certain. That is the Be All and End All of Chinese philosophy. Ail through China you will find the same level, uniform spirit of content. You may think we live lives of ignorance and squalor and idleness, but I assure you it is not so. We are as well as we want to be, and no man can improve on that.

"Now, these being our circumstances, you of the Western world come to us with what you call your new ideas. You bring us your religion, an infant of nineteen hundred years. You invite us to build railways, so that we may fly from place to place at a speed which, for us, has neither necessity nor charm. You want to build mills and factories, so as to debase our beautiful arts and crafts, and produce tawdry finery in place of the beautiful textures and hues which we have evolved after ages of experiment.

"Against all this we protest. We want to be let alone. We want to be free to enjoy our beautiful country, and the fruits of our centuries of experience. When we ask you to go away you refuse, and you even threaten us if we do not give you our harbors, our land, our towns.

"And now, having carefully considered the matter, we, of the so-called Boxers' society have decided that the only way to get rid of you is to kill you. We are not naturally bloodthirsty. We certainly are not thieves. But when persuasion and argument and appeals to your sense of justice are of no avail, we find ourselves face to face with the fact that the only resource is to put you out of existence.

"Consider your missionaries. They come, as I have said, with a new religion, upon the main principles of which they are bitterly divided among themselves. They tell us that unless we accept their doctrines we shall suffer eternal punishment. They frighten our children, and the more weak-minded of our older people, and create all kinds of dissensions between families and individuals. No wonder that we will not tolerate them.

"If we wanted your railways and machines, we could, of course, buy them; but we do not. We have no use for them. We have learned to do without them. Yet you say you will force us to buy them, whether we will or not. Is that just? I say it is an impertinence—an outrage. A good deal is made of the fact that we are not soldiers. We have ceased to be soldiers, because we have become civilized. War is a barbarism. The effect of our having arrived at our present stage of civilization is that we have increased and multiplied beyond every other race on the face of the earth. In spite of our great mortality (which seems to be very shocking to you, although we recognize in it only a wise provision of nature), the Chinese race is increasing at a greater rate than any other people in the world.

"We could, if we chose, overwhelm the rest of mankind. That we do not do so is due to the perfection of our civilization, our philosophy and our morals. We number 400,000,000 human beings, and who could withstand us if we chose to exert our power? Do you think we are unconscious of it? On the contrary, we understand it only too well. Let the white races of the earth appreciate the fact that we, and not they, are its masters.

"There have been twenty so-called successful invasions of China. But what has happened? Have invaders dominated the Chinese? No. The conquered have absorbed their conquerors. All have become Chinese. The very Jews who have come among us have been absorbed by our race—a thing which has never happened elsewhere.

"Let me repeat that all the forces which divide men in the West have no existence

in China. Politics, religion, private ambitions, the necessity for expansion, land-hunger, gold-hunger—all these have no existence in China. You think that because the Chinaman is inert, careless and simple, he is a child. There never was a greater mistake.

"He has learned the secret of being happy. His life is placid, and nothing troubles him so long as his conscience is clear. There you have our character in a sentence. Let us alone, and we will let you alone."

Circumstances have transpired that will not permit the nations of the world to leave China alone. The unparalleled atrocity at Peking can never be condoned by the payment of indemnities, however large. The nations of Europe, armed to the teeth, are not interested in a peaceable solution of the difficulty, the assertions of their diplomats and statesmen to the contrary, notwithstanding.

The nations of the world are going to have an object lesson, and when it is done many individuals and more than one nation will have an opportunity of reflecting on the advantages to be gained by attending to the duties that are properly theirs and leaving the other fellow alone.

DISCRIMINATION IN TAXATION.

IN St. Louis a real estate man, who is also a lawyer, has been confined in the Work House because of his refusal to pay a business license. He has fought the matter in the courts, but so far has been unable to get a Judge to look at the matter from his point of view, and he is now remanded to the Work House to do a six months' stunt.

He is not an ordinary prisoner by any means, for his daily receptions and talks to his visitors are the theme of newspaper editorials, and his arguments are discussed pro and con at the clubs and other places of resort. The prisoner, Mr. John J. McCann, maintains that it is not right to tax a man for being industrious, or to fine him for attempting to make a living in an honorable and legitimate business. He holds that a man has a right guaranteed him by

the Constitution of the United States to do business as a merchant, lawyer, real estate agent, peddler, etc., etc., and that when he is restrained or discouraged in any manner by the laws of the State or ordinances of the city from exercising this right, he suffers a wrong, and, in this case, he refuses to submit to it.

This course of procedure will seem Quixotic to most people, because it is generally held that we must submit to the laws of the community, whether we like them or not, even when those laws were framed and enacted by men who would be doing time in the penitentiary if they had their just deserts.

A slavish adherence to the letter of the law, where it is evidently unjust and oppressive, is an indication of feeble-mindedness, or, at least, a low state of mentality. Mr. McCann claims that the ordinances of the City of St. Louis are in conflict with the organic law of the country, and that no provision of the Constitution of the United States can legally be set aside by a municipal ordinance. That a revenue system by which industry is taxed while valuable special privileges are allowed to go scot free, violates the primary maxims of taxation—equality. He brings out this inequality in glaring colors and learnedly expatiates upon the absence of anything like equity in the present methods of taxation.

Without labor we cannot live. To tax labor is to lower the plane of life and to discourage industry. Taxes should not be laid upon the merchant, business man and manufacturer, but upon the franchise holder and men who have obtained monopoly privileges of great value without giving adequate return therefore. To levy a tax upon industry is in the nature of a legalized hold-up, while a tax upon a valuable public franchise is a compensation to the people for favors granted. Many visitors have gone to the work house to see a crank, but found a scholar and a gentleman instead.

At the hour that Mr. McCann was being marched off to jail for claiming industry as a right that ought to be on the free list, an agent of the St. Louis Transit Co. (the

street car outfit that has been fighting its employes all summer) was at Jefferson City, the capital of the State, trying to persuade the State Board of Equalization that the State had no power to tax franchises.

If all people were passive and afraid, the poor would continue forever to pay the State for the right to work, while corporations enjoying the ownership of franchises, whose growing value is so great that it is already beyond computation, would evade the payment of any taxes whatever. The efforts of the gentleman in the work house are directed toward a reversal of present conditions, and the world needs more men with the spirit of resistance that ennoble the personality of John J. McCann.

TROUBLES ON THE SOUTHERN.

FROM newspaper reports emanating from Southern Railway territory, it appears that the officials of that company are on the war path with other labor organizations than the telegraphers. A recent issue of the Birmingham, Ala., *Daily Ledger* says:

"The discharge of the men from the Lonsdale, Tenn., shops of the Southern has, according to the belief and statements of not only the discharged men, but others who have been and are more or less in touch with the situation, assumed an entirely different phase.

"It is claimed by railroad men that the Southern has been gradually making inroads on the organized labor which it has been employing at the shops, and actually going into the camp of the enemy for the fight, which it is supposed will now be kept up to the bitter end.

"It is the belief of those from whom this story and the information contained therein emanates that the discharge of so many competent workmen is an aftermath of the telegraphers' strike of a few weeks ago, in which the organization of telegraphers was badly worsted, and over which the Southern, albeit another story may be given out in denial of the statement, is more or less sore. The strike was a most severe blow to the road, and the men now

think that the management is seeking revenge in one manner or another on the organized labor which it has in its employ under the guise of dropping men for the alleged reason that the work in the shops does not justify the large force which has been working the past few months.

"A statement in corroboration was made by a well known railroad man to a reporter to the effect that nearly every man recently discharged by the Southern there, if not every single one, held a card in the machinists' or some other union, this in case the department in which he worked boasted of a union.

"The same gentleman stated further that just at the end of the telegraphers' strike Southern Railway stock went down from 62 to 56, and that it had never regained the lost points. In conclusion, he said: 'The telegraphers' strike cost the Southern Railway a cool million dollars in one way and another, and, maybe, more, and it does not intend that the men who dominated the strike and those who are and were in sympathy with it and its aims shall remain in its employ.'


"As has been stated before in these columns, there is now in Washington a delegation from the Lonsdale shops of the Southern, in company with delegations said to represent every other shop on the system. It is the general opinion of the shopmen in Lonsdale, says an exchange, that this last visit of their delegation to the headquarters of the Southern will either win or lose their fight for better wages. A very strong delegation was sent from Lonsdale, and the delegations from other Southern shops are said to be the pick of the leaders of organized labor in the cities from which they came.

"What the outcome of a fight against the organized labor employed by the Southern and made by the latter would be, is hard to predict. Certain it is that the fight would not all be one-sided, and it would be more than likely of greater consequence to both the interests affected than was the outcome of the telegraphers' strike to either their organization or the Southern system."

The loss to the Southern Railway caused by the telegraphers' strike was much heavier than reported in the above item, as a comparison of the prices of stock before and after will readily show. But the daily loss of receipts caused by that company's unfriendly attitude toward the telegraphers has more to do with their retrenchments in other departments than the officials of that company would care to admit. There are several things to think about while on that subject. The loss of time suffered by train, engine and shop men points to the identity of interests of all the wage-earning class, and the object lesson will not be lost. Arrogant officialdom also learns that if it can beat a strike it does not mean that its labor troubles are at an end—the far-reaching influence of modern unionism is more to be dreaded than a tie-up. It irritates and alarms the stockholders, who are liable at any time to take radical action.

Ticket agents, freight agents, passengers and shippers are requested to remember the Southern Railway, and patronize some more friendly competing line.

MORTIMER D. SHAW.

ORTIMER D. SHAW, a well-known telegrapher, who was at one time famous for his altruistic efforts in behalf of his brother telegraphers, is dead. He had been in ill-health for many years and as he was minus wealthy relatives and an income, he had been supported by the voluntary contributions of unorganized telegraphers for a long time, a condition against which his proud spirit rebelled, and which accounts for the strange surroundings at his death bed. About a month ago he entered the City Hospital at St. Louis under the name of Martin Shaw, where he died and his remains were buried in the potter's field. Ten days after his burial the discovery was made that the deceased was the famous Mortimer D. Shaw. Those who knew him best will readily understand the circumstances.

In 1883 he was in the employ of the Western Union Telegraph Company, and

led the strike of the telegraphers at St. Louis for better conditions. Through his efforts the company was induced to make concessions which were regarded by the telegraphers as being very valuable. Afterward he joined St. Louis Division No. 50 of the Order of Railroad Telegraphers, and was instrumental in bringing a great number of commercial telegraphers into the Order.

There is scarcely a labor union in St. Louis that has not been in contact with Mortimer D. Shaw, and received some benefit from his acquaintance. He was not of the insular kind that could only see the benefits to accrue to the telegraphers by organization, but he wanted men of all crafts to participate. He never held his head at an awkward angle because he represented skilled labor; he knew that his unskilled brother needed the strong arm as well as others.

Now it seems to the writer that although Mortimer D. Shaw had not been a member of the Order for many years that such a man should have a more appropriate final resting place than the potter's field. This dead brother sacrificed his personal ends for the benefits of others during his life, and for that alone is entitled to more distinguished consideration at his demise than a wealthy man whose life had been devoted to selfish pursuits. Believing such to be the universal sentiments of the fraternity the telegraphers of the country are invited to send to the undersigned voluntary subscriptions for the purpose of having the remains removed to a more suitable resting place and perhaps a marble shaft erected bearing testimony to the many virtues of the deceased. Not less than \$1,000 should be subscribed for this purpose, and those whose slender incomes prevent them from keeping pace with their sympathies can remit a little at a time and as often as they please. Receipts will be sent promptly and the names and amounts published each month in these columns.

H. B. PERHAM,

Secretary and Treasurer.

St. Louis, Mo., August 6, 1900.

Editorial Notes

Lest we forget, let's reiterate that "Association is the law of progress."

A special session of the Grand Division of the Order of Railroad Telegraphers will convene at St. Louis, Mo., October 8, 1900.

The Southern Railway is still on the telegraphers' unfair list, and the officials are having uphill work to make a showing even on paper.

Have you ever heard a hard working and yet ragged non-unionist denounce labor unions as being "Nothing but trusts?" Such simplicity is pathetic.

The Yellow Terror of the Orient has at last been aroused, and the Occident is arming for the fray. Indications are that many interesting pages of history are about to be written.

Every member of the Order could be a jewel to his Division if he only would. Just a little pride and interest shown in the organization by putting in a good word for it wherever practicable would go a long way in strengthening the Order.

The White Pass and Yukon Route announce that their line from Skaguay, Alaska, to White Horse, Yukon Territory, will be open for business the entire distance August 1, 1900. Bro. R. D. Pinneo, formerly of old Duluth Division, No. 240, is chief clerk in the traffic office at Skaguay. He promises some fine cuts of interesting scenery in the North Land, which will appear later.

Can a railroad coerce its employes into buying a certain make and grade of watch for the protection of the company's interests? We will answer that it can and does, where the employes are sufficiently supine to allow it without protest.

An old-time telegrapher named Charles J. Orr, residing at Kenney, Ill., who has been bed-ridden with rheumatism for many years, has written a little pamphlet giving some particulars in regard to his rough journey through life. Although being crippled by disease and unable to move hand or foot, his mind works clearly, and the book was written from dictation. He wants to buy a new invalid bed, and hopes to be able to do so from the sales of this pamphlet. Doubtless, many old-time acquaintances will cheerfully send him 15 cents for a copy of this book.

A worthy Brother writes a long communication about night telegraphers sleeping on duty, and advising them to refrain from doing so. As publication of the article might cause people to think that sleeping on duty is a general practice with night telegraphers, thereby bringing discredit on the telegraph business and causing distrust and suspicion unnecessarily, it is held in abeyance for the present. Very few men who work nights do not find themselves unintentionally napping at times, because night-time is the proper time to sleep, and nature's laws cannot be violated with impunity.

As a class, telegraphers are wide awake and attentive to their duty. Considering the number of them employed continuously at night, their lapses are very few indeed.

THE MUTUAL BENEFIT DEPARTMENT

ASSessment No. 19 IS DUE ON
AUG. 1, 1900. TIME FOR PAY-
MENT EXPIRES SEPT. 30, 1900.

CLAIM No. 42.—Amount, \$300; was paid July 31, 1900, to Geo. F. Husted, Mrs. Alice L. Husted and Miss Nellie J. Husted, the father, mother and sister, respectively, of Bro. C. I. Husted, of Pere Marquette System, Division No. 39, who died from the effects of typhoid fever, March 24th 1900.

CLAIM No. 43.—Amount \$1,000; was paid July 31, 1900, to Mrs. Mamie Parsons and Elmer E. Parsons, widow and son of Bro. A. N. Parsons, of Southern Pacific Ry. System, Division No. 53, who died from the effects of typhoid pneumonia, on February 9, 1900.

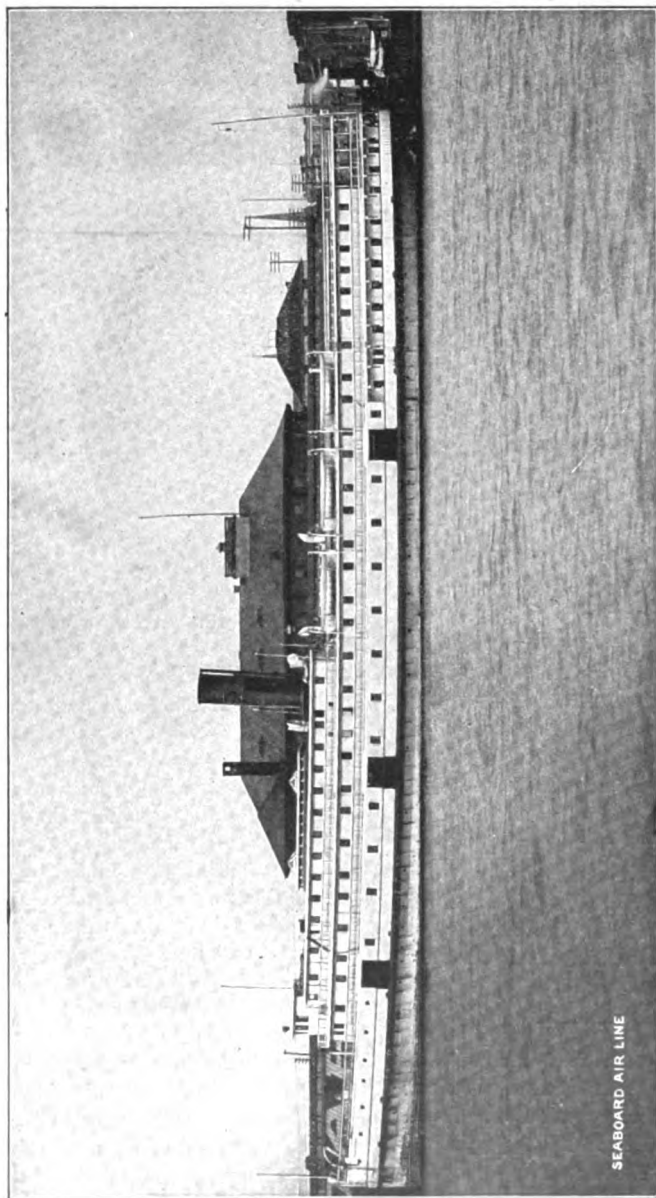
CLAIM No. 44.—Amount, \$300; was paid July 10, 1900, to Mrs. J. R. Argabrite, mother and beneficiary of Sister May Argabrite Fancher, who died from puerperal septicismia, December 21, 1899.

CLAIM No. 45.—Amount, \$500; was paid July 31, 1900, to Mrs. Susan Watkins, mother and beneficiary of Bro. Claude Watkins, who died April 26, 1900, from a self-inflicted pistol shot wound.

NEW TIMBER.

It is well known that for the perpetuation of a fraternal insurance association or a Mutual Benefit Department, such as that of

the Order of Railroad Telegraphers, that it is necessary to be constantly adding new timber to the original structure. Judging from the number of members who join and in a short time drop out again, there will always be a plentiful supply of new timber to keep this department going. This augurs well for the department, but not for the individual. How about the member who is constantly joining and as constantly dropping out? It costs money to do this with initiation and application fees, and telegraphers can scarcely afford to be careless about money matters. It is often remarked that telegraphers are open-handed and liberal and their willingness to help one another is proverbial; they despise anything that savors of parsimony or meanness, but this amiable characteristic often leads them into a predicament where they themselves need ready cash and there is none forthcoming. Under the circumstances it would seem advisable to cultivate thrift and to look after the little leaks that drain the treasury. The man with a comfortable balance at the bank is better able to protect his interests and help his fellows when occasion requires than the man without a cent to his credit. That desideratum can easily be accomplished by any person who has steady employment at a fair remuneration. Keeping close watch on the disbursements is the important secret. If this course was more generally pursued by telegraphers, it would add stability to the Order, and the new timber for the Mutual Benefit Department would be selected from desirable risks—young men just entering the business.



STEAMER "ALABAMA," OF THE "BAY LINE," LANDING PASSENGERS AT THE SEABOARD AIR LINE STATION BUILDING AT
PORTSMOUTH, VA.

(Courtesy, Seaboard Air Line Railway.)

Gleanings

In Indiana, factories, especially those in the window glass trade, co-operation is on the increase, with good results.

* * *

Organized labor does not seek to rule. All it asks is a fair day's wages for a fair day's work, guaranteed by contract.

* * *

"Oh, what soft, easy, wholesome pillow is ignorance and incuriosity whereon to repose a well-contrived head."—*Montague*.

* * *

The United States Department of Labor estimates that there were 1,808,300 organized wage-earners in this country on May 1.

* * *

In legislative bodies in Austria and Germany the trades unionists and socialists are striving to force through eight and nine-hour bills.

* * *

In Egypt the telephone operators are all men, and they are required to be expert linguists, speaking English, French, Italian, modern Greek and Arabic.

* * *

According to the *Tokio Labor World*, the factory system of Japan is "simply a slaughterhouse of human beings." The sweatshop system of America is no better.

* * *

The street car strike at Berlin has been settled by the mediation of the burgo-master. Two workmen have died from sabre wounds, 50 were injured, and there were 103 arrests.

* * *

"A condition of things in which the laborer exists only for the pleasure and bene-

fit of the owners of the means of production and distribution is a condition of slavery."—*Horace Greeley*.

* * *

When we go about our work earnestly and perseveringly, it often happens that, although we have to tack about again and again, we get ahead of those who are helped by wind and tide.—*Goethe*.

* * *

Under municipal ownership the electric tramway (trolley) roads of Hull, England, which never paid under private ownership, netted a clear profit of \$50,000. The experiment has been tried only ten months. Fares have been reduced; wages raised; and the working hours shortened.

* * *

The bill to pension Crosby J. Ryan, of Detroit, Mich., a blind telegraph operator, championed by Congressman Corliss, has been reported favorably in the House at Washington. Mr. Ryan is an old army telegrapher. Exposure in battlefield and camp during the War of the Rebellion is the cause of his affliction.

* * *

If you have not seen the beautiful little brochure published by the American Waltham Watch Co., of Waltham, Mass., entitled "The Perfect American Watch," send for a copy. It is replete with watch information and beautiful engravings. It was produced regardless of cost, but the company pays the freight.

* * *

By means of arrangements with Austria, Switzerland and France, a direct line has recently been opened between London and Budapest, the capital of Hungary. Messages can be transmitted now between the

two cities in half an hour, while by the former arrangement three or four hours were consumed in transmitting messages, as they had to go via Vienna or Berlin, and considerable delay.

* * *

An exchange states that *The Arena*, a magazine at one time well known in labor circles, will soon start a plant of its own, and employ nothing but union labor. *The Arena* has been the product of a non-union office for several years, and is to be congratulated on its determination to recognize union labor, which it has antagonized so long. If the magazine wishes to retain the patronage of organized labor, it should run the union label.

* * *

The official count of the ballots cast for officers of the International Typographical Union has been completed for the first half of the ticket. The count shows: For president, S. B. Donnelly, New York, 9,066; James M. Lynch, Syracuse, 14,143. For vice-president, C. E. Hawkes, Chicago, 10,560; J. A. Hayes, Minneapolis, 9,064; S. L. Leffingwell, Indianapolis, 3,557. For secretary-treasurer, J. W. Bramwood, Denver, 20,229.

* * *

The voice of Time cries out to man, Advance! Time is for his advancement, for his greater happiness, for his better life, for his progress onward to the goal within his knowledge and his view. Millions have suffered, lived and died to point the way before him. Who seeks to stop him or to stay him in his course arrests a mighty engine, which will strike the meddler dead, and be the fiercer and wilder ever for its momentary check.—*Charles Dickens*.

* * *

It is announced that the British Post-office Department has completed the laying of an underground telegraph cable between London and Birmingham. The cable is about 120 miles long, and was laid at an expense of about \$750,000. It consists of 76 copper wires, each with a separate wrapping of brown paper, instead of guttapercha. The wires fit into a lead cas-

ing two and one-half inches in diameter and this in turn is drawn into three inch iron piping laid about two and a half feet below the surface of the ground.

* * *

"So there is no escape from the iron law of Brotherhood. All solutions but this have had their trial and all have failed. Never was their failure more awfully conspicuous than it is to-day, when nine-tenths of mankind still live as brutes in regard to all that makes life worth living, while the other tenth rots in character with the infirmities of plethora and excess. "Ring out the old, ring in the new," the great moral Renaissance, the new learning of the mind and heart, the new types of man and woman developed by liberty working within the domain of love and law."—*Richard Whiting*.

* * *

In the yards of the Atchison, Topeka & Santa Fe Ry., at Ft. Madison, Ia., the switches are lighted by electricity. The switch lamp is of the ordinary pattern, with an incandescent electric light of 8-candle power, fitting a socket inside. The wiring is brought to the switch stand in an underground pipe line, which is tapped by a branch pipe standing vertically 3 or 4 feet clear of the stand and arching over so as to enter the top of the switch lamp. These lights are said to be entirely satisfactory, as the attention of a lamp tender is dispensed with, and the electric light is safer against extinguishment than the common oil light.

* * *

The mine owners of the Cour d'Alene district are said to be advertising in Ohio, Michigan and other States for miners, claiming a scarcity of laborers in the district, and offering inducements to miners to accept employment there. Excellent authorities agree that the conditions in the district mentioned are the worst that ever confronted labor. Hundreds of men have been forced out of employment because they are union men, and cannot secure a permit from the State authorities to work in the district. Those now working are practically slaves, and it is not believed that

eastern miners will give much, if any, heed to the elusive ads of the Cour d'Alene slave-drivers.

* * *

The optimistic calculator had obtained a permit to ride on the engine and was talking to the engineer. He was one of the fellows that think the wages are high enough, the times good enough, and the work easy enough for all. This was, of course, owing to the fact that he had never worked himself and he did not know what work was. The engineer had informed this philosopher that they received $3\frac{1}{2}$ cents per mile, and as they were running 80 miles an hour then he reminded the knight of the throttle that he was making about \$2.80 per hour, or \$28 per day, and if he lived for 40 years and was able to hold his job, he would have earned by that time over \$10,000,000. The engineer, who belonged to the union, spoke up and said that he had been running for 22 years at the same rate of wages, and was \$154 in debt. While the optimist was scratching his head the engine jumped the track and all on board were killed, so the argument was not settled.

* * *

In this era of liberal pensions and schemes for the creation of "retirement funds for the benefit of old and worn-out government employes," it is strange that none of our broad-minded statesmen has thought of introducing a measure granting old-age pensions to old and broken-down working men and women, who have toiled long hours for a bare subsistence or until they were able to work no longer. Then, too, there is the man who has spent the best years of his life at some useful trade or calling, adding greatly to the wealth of his corporate or individual employer, and also contributing his share toward the increase of his country's accumulations, but only to find himself in the evening of his days displaced from the means of earning a bare living by the introduction of a machine to do his work. Is not such a man entitled to some consideration? Why not return to him as a pension a little of the wealth his labor cre-

ated, only a moiety of which was paid him in wages during his years of vigor and usefulness?

* * *

An express locomotive on the New York, New Haven and Hartford Railroad has been fitted with two headlights side by side, about a yard apart, in the usual position before the stack. These are turned slightly toward each other, in order to increase the lateral range of vision. Two headlights focus on the rails a hundred yards or so ahead of the engine at the point where the greatest illumination is desirable, and continuing their X-shaped formation, diverge beyond. The idea is to enable the crew to see for a little distance along the many curves. When an engine comes to a turn in the track the thin beam of intense light thrown by the ordinary single headlight runs off in a tangent and loses itself in the distance, but with the new twin lights one arm or the other of the X of light reaches along the curving track, keeping pace with the engine as it swerves.

* * *

A stranger in Central Asia, a correspondent tells an eastern paper, sees some of the humors of the military railway, which no doubt escape the notice of people who are used to such an administration. The station masters at the important places are officers and at the smaller stations non-commissioned officers. The dining car, which accompanies trains on the Trans-Caspian railway four days each week, was another source of pleasure. It was an ordinary third-class car with the seats removed. A long table ran down the center of the car, with half a dozen wooden chairs on either side. The table was covered with oil cloth, and at night was lighted with two or three candles. The impressive thing about it, however, was the military precedence observed. With a soldier for a waiter, of course it was necessary for him to serve dinner in the order of their rank, no matter what order they might have been in in time of arrival.

* * *

News has been received from Alaska by Mr. E. J. Mally of Chicago, assistant gen-

eral superintendent of the Postal Telegraph-cable company, telling of the success which the new telegraph line between Ogilvie and Dawson has met. Despite the fact that since the extreme cold began the wires have been down more of the time than they have been open, the system has worked a great change in conditions in the interior regions, and the prediction is freely made that next season's extensions will be made which will bring the gold camps on the upper Yukon in direct connection with the rest of the world. The line from Ogilvie to Dawson was built last fall, and the first two months of its operation it showed receipts of \$13,000. The cost of the line was \$250,000. An appropriation of \$350,000 has been made by the Canadian government for a connection with Quesnelle, and extensions by American capital to Forty Mile and Circle City are planned.

* * *

Brigadier-General Greely, chief signal officer, is said to have directed the establishment of wireless telegraph stations in the harbor of San Francisco and in Porto Rico and the Philippines. In New York harbor it is possible that the wireless telegraph system may take the place of the cable connecting Fort Hamilton and Fort Hancock. This cable was recently found to be cut in eleven places. It is desired to connect the various points in San Francisco harbor at which guns are located. Space telegraphy, it is believed, will give better results than a cable. In Porto Rico, Crab Island will be connected with some

port on the coast of the larger island, but the establishment of the stations there is merely in order to give the officers of the army an opportunity to learn how to operate the system. In the Philippines, it is said, the system will take the place of the heliograph, which now flashes messages between Corregidor Island and Manila, Bohol and Cebu, and other points.

* * *

In regard to the Pennsylvania Railroad Pension scheme, the *Pittsburg Post* says: "Not many of the railroad men expect ever to get the pension, as they think that one man out of every thousand in active railroad work can be expected to live seventy years and hold his job.

"One of the engineers says that about once a year they are examined for eyesight, hearing, etc., and that these tests are becoming more severe and rigorous, and many men not over 40 are in doubt about being able to pass the coming tests.

"Before many years they will expect a man to stand 35 feet from a mosquito and count his winks, and if one wink is missed he will be lowered in the ranks. They will insist on a man being able to hear a bedbug crawl at a distance of 45 feet, and a wheel with 500 spokes, all of different colors, will be revolved at an amazing rate, and the candidate for a job will have to stand a mile away and tell the color and number of each spoke

"The wheel, bedbug and mosquito test will knock out men before they are 40, not to mention three-score and ten."



PERSONAL MENTION

BORN.—To Bro. and Mrs. H. R. Barkley, of Wilton, Ark., July 5, 1900, a fine O. R. T. girl.

BORN.—To Bro. and Mrs. M. L. Gwinn, Lowell, W. Va., on July 11, 1900, a fine eight-pound O. R. T. boy.

BORN.—To Bro. and Mrs. H. C. Mosher, of Alamosa, Colo., a fine seven-pound O. R. T. boy, on July 24, 1900.

BORN.—To Bro. and Mrs. R. F. Exline, of Thackery, Ohio, on June 30, 1900, a fine seven-pound O. R. T. boy. He is named Castella, in honor of Wm. Castella, passenger conductor on the Ohio Southern.

MARRIED.—At Eastman Springs, Ont., July 18, 1900, Bro. Frank S. Griffin to Miss Cora Chapman. The telegraph fraternity extend congratulations.

MARRIED.—Bro. Frank E. Morrow and Mrs. Anna Johnson, both of Cuprum, Idaho, were united in marriage on Tuesday, July 10, 1900. The telegraphers extend congratulations to the happy couple.

MARRIED.—On June 18, 1900, at Greensburg, Kan., at the home of the bride's parents, Bro. H. C. Parcells and Miss Maude Brown were united in marriage. The telegraphers of the Santa Fe and elsewhere take this means of extending their hearty congratulations to the happy couple.

MARRIED.—On Saturday, June 30, Bro. B. E. DeLong and Miss Jennie Loud, of Dover, Me., at the home of Mrs. Rogers, on High street. Bro. DeLong was formerly night telegrapher for the B. & A. at Dover, but is now employed on the M. C. R. R., at Rumford Junction. Congratulations.

MARRIED.—At the residence of the bride's parents at Cumberland, Me., Miss Edith May Edwards and Bro. Joel P. Emery were united in marriage on June 25, 1900. It was a very pretty wedding. Bro. Emery

is a member of Old Town Division, No. 11, employed on the Maine Central Railroad. Congratulations.

MARRIED.—Bro. Wm. Casper Shanklin to Miss Bessie Frazier, at Ironton, Ohio, Wednesday, June 20, 1900. Bro. Shanklin is a telegrapher for the B. & O. Railway, and one of our most earnest workers. The bride was formerly of Scott, W. Va., where she was very popular. At home, July 10, Alta, Ohio. Congratulations.

DIED.—In Napa, Cal., July 5, 1900, Mary L. Adams, beloved wife of Bro. E. P. Adams, agent at Rutherford, Cal. The telegraphers of the Southern Pacific Railway extend to Bro. Adams their profound sympathy in his bereavement.

DIED.—Wm. Frederick Hailsig died at Hutchinson, Kan., May 10, 1900. Bro. Hailsig had been in poor health for some time past and was on his way to Colorado to seek a more favorable climate. He leaves a widow and two children to mourn his loss. He was a member of A., T. & S. F. Railway Division, No. 23. The condolences of the telegraphers are extended to his bereaved family.

WANTED.—The present address of Wm. Herbert Johnson, formerly of Thistle, Utah.

H. B. PERHAM,

Secretary & Treasurer, St. Louis, Mo.

WANTED.—The present address of C. M. Robison, member in good standing of Harrisburg, Pa., Division No. 3.

E. C. MILLER,

No. 625 Dauphin st., Harrisburg, Pa.

WANTED.—Present address of Geo. W. Brown, last heard from was working at Smithshire, Ill., for the A., T. & S. F.; also Joseph Rumbold, formerly telegrapher for the Wabash Railway at Forrest City, Ill.

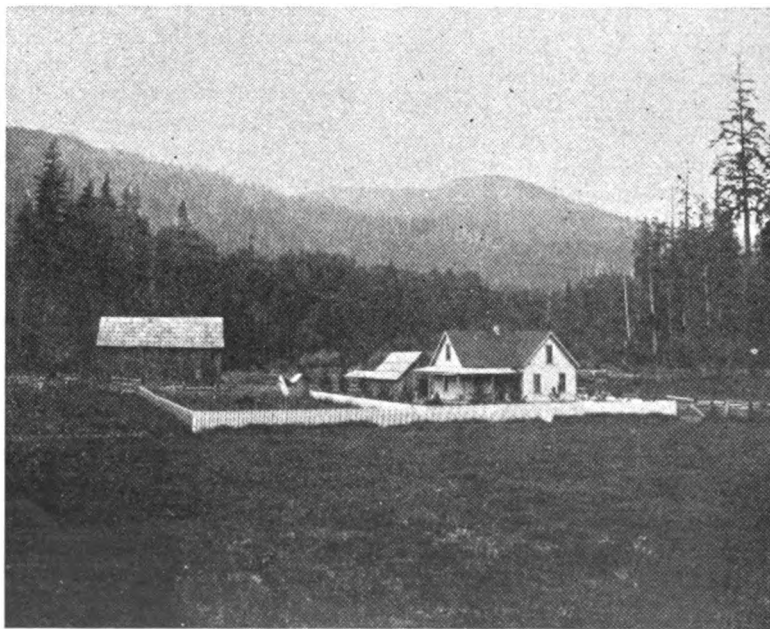
FRED KROHM,

Bellemont, Ariz.

BRO. S. J. KELLY, Organizer, has the sympathy of the entire fraternity in his misfortune. He was in a disastrous wreck on the Montana Central Ry., in which his seven-year-old son was killed and himself and wife badly injured. Further particulars will be found on page 658.

NOTICE.—BRO. L. D. Chivers, Fosters Meadow, L. I., a member of Division No. 44, was the lucky holder of ticket No. 23, which drew the bicycle. The drawing took place at the last regular meeting of this Division on Wednesday evening, August 1, 1900. J. F. Hinterleiter, Secretary and Treasurer.

BRO. J. L. BANDY, of Missouri Pacific System, Division No. 31, had an exciting experience recently at Hendrickson, Mo., where he is stationed as night telegrapher. Amos Cummings, a desperado, who had been terrorizing the town, got the drop on him through the ticket window with a rifle, but Bro. Bandy by a rapid move, got out of range and the next thing Cummings knew the other man had the drop on him. The bad man can figure it all out at his leisure behind the bars of Butler County's Bastinado, and Bro. Bandy is receiving the congratulations of his friends.



A RURAL SCENE NEAR ACME, WASH.
(Courtesy, Seattle and International Railway.)

MISCELLANY

THE RISE AND GROWTH OF WEALTH.

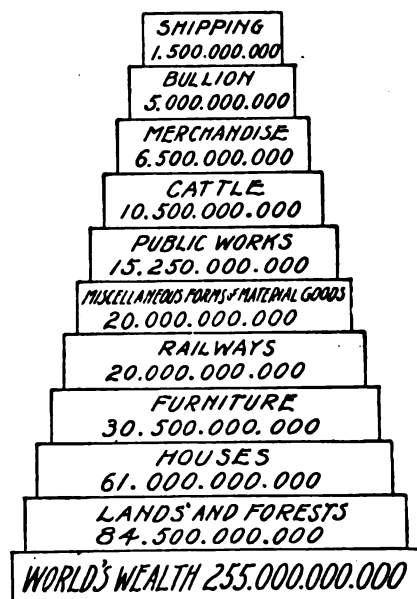
BY E. BENJ. ANDREWS, LL.D.

WHAT is wealth? This is more of a problem than might at first be suspected. The difference between a rich man and a poor man it is not difficult to understand. But it is not individual wealth, it is general wealth, that we have to consider. General wealth, too, at first seems to be a quite familiar thought. A plain person can appreciate well enough for all practical purposes what it means when the present people of Illinois are called wealthy in comparison with the Indians once resident here. Everyone will attach a more or less useful meaning to the language on hearing it said that our national wealth is rapidly increasing. But if we wish to make a closer study, to see precisely what the idea of wealth includes and excludes, we shall have to exercise considerable patience and mental activity. Still the effort will be worth while.

It will be a first step forward to say that wealth consists in all those classes of things, powers, relations and influences which result from human effort and at the same time directly contribute to human welfare in its temporal aspect. Wealth is made up, in part, of things, in the corporeal sense of that word, tangible things, articles, chattels and goods, houses, mills, cattle, gold, wheat, corn and the like—these, everybody sees, are forms of wealth. But there is nonmaterial wealth. Trained mental power in any useful direction is wealth. There are relations, too, which are wealth,

as the good will of a physician or of a business house, which can be sold for money. And there are influences which are wealth, like the credit of a banker, that he has industriously built up in the course of years, with the view of making his business more successful.

There are writers, I know, and their idea has till recently been the prevalent one, who



MULHALL'S WEALTH OF THE WORLD.
RECENTLY ESTIMATED.

deny the name of wealth to these powers, relations and influences—to everything, in a word, which is not of a material nature. It is, of course, not a strictly vital question

whether an accountant's dexterity is called an actual form of wealth or only a condition helpful to the promotion of wealth. In either case students of the subject will have to consider it. But I much prefer to name such things actual elements of wealth. What sense is there, for instance, in ranking as wealth a dose of medicine which cures one patient, while excluding from the category a physician's advice so sage that it cures another patient without medicine? Is not a doctor's skill which cures as valuable as a doctor's pill which cures? And if skill is to be classed as wealth, credit ought to be so classed, at least where it is the product of thrifty purpose, as well as those relations, of which I gave an instance, between firms and customers, which are the results of conscious and deliberate effort. For such relations, be it observed, in that they proceed from human agency, considerably differ in character from those in which the general organization of society consists, the latter being built up by natural processes, as it were, man playing in them the part of a purposeless instrument, not that of a conscious agent. Wealth, then, includes various sorts of immaterial things as well as various sorts of material things.

But that object, or that power, or that relation, or that influence which is properly rated as wealth must belong in a class of realities that become what they are by human labor. We speak indeed of natural wealth, which we say a nation possesses in fine harbors, navigable rivers, fertile land, broad forests, abundant mines and salubrious climate. It is clearly better to apply to these things the title "conditions of wealth," factors in the production of wealth. The savages had all this as well as we, but the savages were very poor, always on the verge of starvation, and if we except the forests and the waters the savages would have been nearly as well off in a land destitute of these natural resources. Many things which are not wealth have utility, a vital utility even. Without air and sunshine we could not live, yet air and sunshine, wind, water for drinking, the ocean for transportation, and so on, indispensable as they are to wealth, since they stand outside the list of labor-produced things, are not wealth.

They are utilities, but not onerous utilities. It is the same in the nonmaterial realm. Honesty and health, the moral, intellectual and physical characteristics of human beings, so far as they are the pure gifts of nature, ought not to be regarded as wealth. They partake of that character, if at all, only so far as they have originated in purpose and in labor.

But wealth has a further mark. Not every product of human effort is wealth. You may have labored long to create an article which, when it is done, will have no utility and hence not be wealth. On the other hand, there are many products of effort, marked by the utmost utility in their way, which are not wealth because their utility lies in a higher plane than that of wealth. The power to be unselfish, obliging, kind, loving one's self last, usually grows up only through effort, but when it is grown it is not wealth; it is something higher and finer. It may not be particularly helpful in acquiring wealth. A good moral character is doubtless in general an attainment favorable to wealth, but, although it is a result of hard work, I should not call it of itself wealth. It touches welfare, of course, and that in its temporal aspects, at a thousand points. Still, unless you mean by temporal welfare something higher than is ordinarily meant you can hardly call even a good moral character a direct or indispensable condition of such welfare. We come round again, therefore, to the definition that wealth is or consists in those classes of realities, whatever their nature, material or otherwise, which proceed from human effort and at the same time directly contribute to human welfare temporally considered.

There is a school of writers who limit wealth to commodities and services that either are habitually, or might be exchanged, denominating political economy the science of exchanges or of values. I deem these definitions superficial and misleading. It is easy to conceive a state of society calling for investigation as to its wealth and furnishing full basis for a science of economics, exchange being totally absent. Exchange is not the substance of wealth, but an accident, though an import-

ant one. Had individuals as great diversity of productive power as they have of consumptive power exchange would nearly disappear. Robinson Crusoe on his island might be well off now, ill off next year. There would, of course, be reasons for the change and these reasons could be investigated and their laws ascertained. All the more if there were many cases of men so isolated. Their differences in welfare could be compared and the reasons therefor studied. If these were analyzed carefully a science of wealth would emerge, but the topic of exchange would find no place in it.

Among primitive men the distinction of mine and thine hardly arises. Their property is mostly common, their production wholly for their own immediate consumption. In the village communities of India, in Polynesia, Australia and over large parts of Africa may even now be seen families and groups of families producing all that they consume and consuming all that they produce, exchange being practically unknown. Society in ancient Mexico and Peru is believed to have been communistic-ally organized, no exchange being had save trifling trade of tribe with tribe and village with village. In England so late as the fifteenth century exchange was, outside of towns and cities, not indeed absent, but entirely insignificant as an economic resource, families producing for the most part what they themselves consumed and no more. It was much the same in the American colonies, and so continued in the remoter portions of the States till the railway era opened. There remain to this day isolated sections in the West and South where the play of exchange is extremely limited.

Writers are led to shut up wealth to material and exchangeable things by the simplicity which for certain purposes such narrowing brings to the study. This motive comes out in the current estimate of national wealth and of the world's wealth. When we place the wealth of the United States in 1888 at \$51,000,000,000, the yearly earnings of our people at from \$10,000,000,000 to \$12,000,000,000, our yearly savings at \$900,000,000 and our daily savings at \$3,000,000, no account is taken of immaterial wealth or even of public works.

Mulhall computed the world's wealth a few years since as about \$255,000,000,000, lands and forests being worth \$84,500,000,000, cattle \$10,500,000,000, railways, \$20,000,000,000, houses \$61,000,000,000, furniture \$30,500,000,000, merchandise \$6,500,000,000, bullion nearly \$5,000,000,000, shipping \$1,500,000,000 and other forms of material goods nearly \$20,000,000,000. He did, indeed, reckon in public works at \$15,250,000,000, but as is common made no effort to list wealth in any other than material shapes.

Of course, an appraisal of immaterial wealth must be both difficult and indefinite. Of course, too, these estimates of material wealth on the basis of exchange have their utility. For the purpose of comparing nation with nation and section with section they may be hardly less serviceable than the truth itself. Yet that is certainly no scientific conception of wealth, whether the world's wealth or a nation's wealth, which begins with exchange and ends with material goods. Here, as often, the less definite and convenient notion is the deeper and the more exact.

(Copyright, E. Benj. Andrews, 1900.)

TRANSPORTATION OF FREIGHT.*



OPERATING officers do not pay attention to schedule trains as they do to extra trains, to know sufficient tonnage is at hand to pay for the mileage, and from the fact of its being a regular train, feel it must run; hence, experience teaches, the fewer number of scheduled freight trains shown on the time card the better results obtained. Every dollar that is expended by a railroad company is for the purpose of transporting its business, therefore, every train mile expended bears its proportion to the total expended, consequently the least number of trains run to carry the business is the object. Every train should be run to the full carrying capacity of the engines, save,

*Extract from a paper entitled "Transportation Department of Railroads," read before the St. Louis Railway Club by Russell Harding, Vice-President and General Manager, Missouri Pacific Railway.

possibly, those termed "local," and the loading of cars, both local or full car loads, should be made as near the capacity of the car as possible.

Too much care cannot be given the empty movement of cars, as each car transported is a factor in the cost of the train haul and ton haul. It cannot be claimed justly in the handling of empties to supply the demand, that to place in said empties a few pounds of local freight because the car must go costs nothing, as it certainly costs money to stop freight trains, and especially move up two or more times, open doors and handle freight from two or more cars, when the same should have been placed in one car at the point where loaded. A slight increase in cost at the warehouse in properly loading freight, and in consolidating the same, is many times overcome by the saving in overtime, delay and cost of fuel by local trains; hence the matter of properly organizing freight handling at large stations is the one great factor to be applied to reduce the cost of train haul and ton haul. The percent of empty haul to loads over the country is from 28 to 32 per cent; this should not be to exceed from 20 to 25 per cent, unless it be on roads known as "coal carriers." Load your trains, load your cars, cut down the per cent of empties, and the question is solved. As you reduce train mileage, which is the expense, all other departments must regulate themselves accordingly.

Five years of experience under this method has convinced me that it is the only proper way to transport freight. To rate the engine is the first step. This requires much time and care. It cannot be done by considering an engine of certain size capable of handling a given number of tons gross over a division. Many points must be considered. First, absolute condition of the engine; second, the water used to produce steam; third, quality of coal; fourth, but not least, the grade line over which the engine works. Upon this point more careful study than any other must be given. All the points considered, the calculations are then based upon what the engine will haul under favorable conditions, which is

fair to all concerned. The engineer may say not, but to refute him in this argument, refer him to his instructions governing, which, if properly given by the circular or otherwise, provides for unfavorable conditions—he being the one to make known to the proper head such conditions over his own signature when he is allowed to reduce to meet such conditions, and then held responsible.

In the use of the tonnage system the engineer has no cause for complaint; he takes the rating of his engine and is supposed to make the time arranged for. Under the practice of transporting by number of loads, there is no way provided to determine what the load in each car is. By the tonnage system each car is placed upon the manifest provided for that purpose, which shows car number and initial, net weight of car and weight of contents—these when added show the gross or total weight. Additions or deductions are made to said manifest by the conductor when cars are taken in or set out en route; thus he has a complete consist of his train, as well as the net and gross tons, from which the engineer can inform himself. The rating of the engine being known to the dispatcher, conductor and engineer, all concerned in the movement of the train or in a position to know what constitutes a full train or load.

The manifest, which shows the consist of the train "weight included," is made up from the way bills by the agent at the point from which the train starts, and is given to the conductor, who registers said train in the ordinary manner, showing the gross tonnage on the register, and when the operator reports the train to the dispatcher, the tons are also given, which the dispatcher then enters upon the train sheet. At the end of the run the conductor registers in like manner, which shows the tonnage into terminal. This is also entered upon the train sheet and becomes a record, from which the dispatcher can figure and keep check on his trains.

The conductor, at the end of his run, encloses the manifest to the superintendent of transportation, or car service agent, who compiles weekly statements, showing each

and every train over each and every division separately, for the week, or four times each month. A statement is made to show between terminals or runs, date, train number or extra and engine number, rating, rating out of terminal, rating into terminal, schedule time of train and actual time consumed in the run. This gives each train—then by footing for the week, shows total rating of engines, total tons out of terminals, total tons into terminals, then the average tons hauled to the average rating. These statements, or sheets, are for the information of the superintendent and train masters, to keep them advised as to what their trains are doing, and also for the manager and general superintendent.

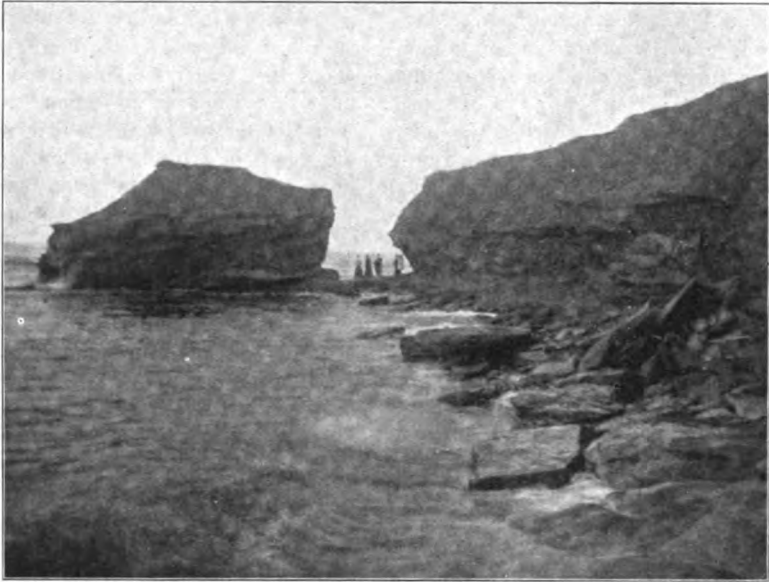
The superintendent of transportation, or car service agent, receives each morning yard reports from all points where trains are started and arrive, showing the number of trains out during the past twenty-four hours, the number of trains arriving for the same time, the total rating of the engines departing, and showing the total tonnage moved against the rating. "This again is the report from manifest." Also the same report shows the number of loads left over after such trains have departed, and the general commodity. This enables the dispatcher and superintendent of transportation to check the trains to know what tonnage was handled. If the full tonnage for the number of engines was not moved, and there remained loads which would have given full tonnage, explanations are in order by taking up with the yard masters or agents. This is the most effective check, as it is made generally while the train is moving, or while all the conditions are fresh in the minds of those concerned.

Another very good advantage of the tonnage system is that the mechanical department is made to be responsible for the condition of the power. The engineer, knowing the rating of his engine, is expected to, and must, haul such rating. If his engine is not in condition, he understands he must report the fact in such a way as will absolutely protect him, for, if he fails to haul the rating, another engineer is placed upon the engine to determine what is the trouble.

If he fails to haul the rating, after reporting the condition of his engine, the engine is taken out of service until put in shape, and is so reported by the master mechanic. Too often, under the old method, the engineer is condemned for failure to perform satisfactory work with the engine, because he stands in fear of the round house foreman, who may neglect to do the necessary work. By not having a check on the performance of said engine, she is allowed to remain in service when she should be in the shop, and the engineer suffers such work to go on because he stands in fear of those directly over him, and the master mechanic knows nothing about it. Under the tonnage system, however, the master mechanic takes the tonnage sheets, checks up his engines, and then goes to the round house register to see what has been reported and done. These statements of weekly work are of great value to the mechanical department head, even if not thought much of by his subordinates.

Now, in the rough, we have shown the tonnage system in train service, but the great benefits from the system have not been touched. Through the auditing department comes its virtues. All the auditor's calculations are based from the tons hauled; he treats the total tons hauled one mile as a divisor; the total expense the dividend, the quotient is the result in cost per mile for transportation, freight and passenger separately. The total number of loaded cars hauled one mile is treated in the same way, and likewise the total train miles for cost per train mile. Hence, you have the exact cost per train, car and ton mile, for each thirty days, for each department and for each item, if you so desire. In fact, by this method, every thirty days, like the merchant, you balance your books. An operating sheet is made up by operating divisions and shows each and every account that is used by the auditor.

Classified Accounts.—This gives each division superintendent an opportunity of knowing what his neighbor is doing and, as the superintendent is responsible for the figures as compiled by the auditor upon the operating sheet, so far as the transportation



ON THE NORTH SHORE PRINCE EDWARD ISLAND.
(Photo by Bro. Neil Campbell.)



AN OLD LOG SCHOOL HOUSE (SLIGHTLY OUT OF REPAIR), NEAR ROSELAND, N. C.
(Courtesy Seaboard Air Line Railway.)

and maintenance is concerned, he is entitled to the results of his work. The operating sheet enables him at a glance to see where he has been extravagant in the use of train miles, in station service, and, in fact, any department or branch. Also does it place the management in a position to know just what is being done, not having to wait six months or a year for results.

Many railways claim they are working under the tonnage system; they are, to the extent of operating their trains, which, in itself, is in the right direction, but when they stop at that point, they have not made a beginning, as the results obtained through the handling of accounts, from which the operating sheet is compiled, is the result in a nutshell.

So far as the operating department is concerned, the earning power of a system need not interest them; it is not for them to know, as far as their duties are concerned, what revenue is derived. They only want to know that they are performing the services for the very lowest possible cost. The operating sheet, if studied by the traffic manager closely, tells him at all times what it costs to perform certain service, as he has every item before him from which to calculate; he is not working in the dark and can judge of special as well as general service. My experience has been that the traffic department takes to the operating sheet more kindly, when introduced, than any other department, for the reason it serves as an actual guide.

THE ITINERANT RAILWAY OPERATOR.

BY C. W. REAMER.

(Courtesy National Magazine.)



ON the particular night with which this tale has to do, I was sitting in the telgraph office at Lewisburg with no occupation but listening to the steady downpour of rain outside. The wires were working "heavy," the result of a week's incessant drenching, and many a "flip" operator had grown tired

hearing the inevitable cry from the man at the other end: "Send steady; you don't reach here." Early in the evening the officials had decided that it would be useless to try to move the freight trains until conditions grew more favorable. Accordingly, no more were started from either terminal, and those that were struggling along at various points on the division were switched onto convenient sidings out of harm's way. Thereafter, the energy of the dispatcher was wholly directed toward moving a few irregular passenger trains. With these, no attempt was made to conform to schedule requirements.

A section of No. 10 had been made up at the western terminal of the division early in the evening and started eastward and had passed Lewisburg a half hour after midnight. No other train had passed in either direction for some hours, but two sections of No. 9, which had started out on a venture, were approaching spasmodically from the east. Whether both or either of them would succeed in getting over the division that night was extremely problematical. Meanwhile, an army of watchmen and trackhands, stationed at those points where danger was apprehended, kept up their ceaseless vigil, and sent in to the dispatcher hourly reports of the condition of the roadbed in their respective vicinities.

Listening to the monotonous chatter of the instrument and the patter of the rain from the inside of a telegraph office is drowsy work, and so I found it on this night in June, 1889, when trains were few and far between. I was just speculating on the possibility of catching a nap before No. 9's when I heard the sound of a step on the stairs. This was an unusual event to happen at two o'clock in the morning, and I turned expectantly to get a glimpse of my visitor.

"Good morning, Mr. Operator," was the greeting the man gave me as he stood at the head of the stairs just outside the railing.

"Good morning," I said in return.

He waited for no more direct invitation, but at once opened the gate and came in, planting himself down on a chair at my side. I observed him closely, as is customary in those places where strangers are

seen but seldom, and saw a face round and boyish, but as yellow as a Mexican's—a face which, notwithstanding the extreme discomfort the man must have felt at his "soggy" condition, beamed with good nature. His clothes, however, were not on a par with his face. Besides their drenched condition, they showed the blighting effect of long rides in black coal cars, between bumpers, on trucks and other dangerous and undesirable places. The old hat that he threw down on the table in front of him, had once been a white straw, but had long since lost its identity beneath a thick coating of coal dust.

"I suppose," he said as he sat down, "you don't object to the presence of a brother craftsman in your office, especially when the elements without are so warring?"

"Not at all," I answered. "So you're an operator?"

"Nature intended me for a Booth; my mother wanted to make me a Wesley, but circumstance, of which we are all creatures, ignored Nature's intentions, subverted my mother's wish, and made me a telegraph operator."

During his recital all the boyishness left his face. He seemed to age by ten years and his voice grew deep and mournful. In my own mind I was questioning his sanity.

"Friend," he said after a moment, "I dislike very much to speak of such a vulgar matter as food, but here again I am moulded by circumstances. Have you anything left over from lunch?"

My basket had not been opened. I took it from the hook where I had hung it out of reach of the pestiferous roaches and told him to pitch in. This he did with much alacrity, all the time keeping up a running fire of talk. Gradually I drew from him a portion of his history, all of which went to make up an interesting tale. This being a railroad story, and not the history of a man's life, I need only say that "Billy" was a roving telegrapher, a class, which, of late years, is visibly decreasing in numbers. In the course of his career he had worked in every large city and upon almost every important railroad in the United States, Canada and even Mexico, but none of these had possessed attractions strong enough to subdue his roving spirit for any length of

time. At present, he was, as he gravely told me, "on his way from everywhere to anywhere," and he didn't care how soon or how late he got there.

As he recounted his story in his own flowery way I gazed at him with a feeling akin to awe. I had always had dreams of the big world that lay somewhere beyond the horizon of my own narrow sphere. Here was a man who had seen this world, had lived in it and treated it with familiar contempt. Some day, I resolved I would follow the example of "Billy" and see it for myself. And so I did. That, also, is no part of this tale; it is a story I have never told to my nearest friend.

By the time "Billy" had consumed the contents of my lunch basket, 1st No. 9 came on the block, and as I had orders for her I hung out my red lamp. "Billy" insisted on calling up the dispatcher and asking some trivial question to show me that he could telegraph, and then the train swung slowly around the curve just east of the tower.

As it came to a stop outside, the noise of the escaping steam, the rhythmical beat of the air pump, the flashing here and there of the trainmen's lanterns, and all the other sights and sounds that go to make up a scene at a railroad station, seemed to act on "Billy" like a breath of free air on the brow of an escaped convict. The light came to his eyes, the boyishness returned to his countenance and the old fever, which made him a wandering comet when he might have been a shining star, was once more upon him.

"Old fellow," he said, extending his hand and gripping mine heartily, "I have already imposed too much on your kind hospitality. Goodbye, and thank you," and with that he was gone, taking the winding stairs in a few jumps.

The conductor of 1st No. 9 came up and got his orders. After the usual formalities had been gone through I took hold of the lever and pulled the signal to white, the engineer gave two sharp blasts of the whistle, the conductor waved his lantern and the train started on its way westward. As it pulled away from the tower I opened the window, and, holding my lantern before me, stuck my head far out, and the

flickering light revealed for a moment a dark form, crouched on the steps of a mail car which waved me a kindly farewell.

The next tower west was Warriors Mark, four miles distant. Between Lewisburg and Warrior's Mark the river makes a great bend in the shape of a horse-shoe, and is spanned by two iron bridges only a mile apart. These bridges are called Upper and Lower bridge, respectively, the latter being the one nearer to Lewisburg.

First No. 9 ought to have passed Warriors Mark in about six minutes after leaving Lewisburg, but at the end of twenty minutes the operator there reported that there was no sign of her yet. This caused the dispatcher considerable worry, and ten minutes later the foreman at Warriors Mark was ordered to take his handcar and run down south track until he found the train and learned what was the matter. Meanwhile, the rule requiring passenger trains to be kept a block apart was temporarily suspended and the dispatcher told me to notify 2d No. 9 (which was then lying at my office) of the presence of 1st No. 9 on the block ahead, and let them go. This I did, and some thirty-five minutes after the first section had passed Lewisburg, the red tail lights on the rear car of the second section disappeared around the curve to the westward.

After I had marked the train on the sheet and reported it to all hands, including the dispatcher, a strange feeling of unrest took hold of me. I got up from my chair and began to pace up and down the office, stopping every moment to listen for something, I knew not what. The sounders kept up their incessant ticking, telling to the dispatcher the story of what was transpiring all over the division. There was news of washouts, slides, belated trains and excited watchmen—things that only tended to increase my nervousness. Then I sat down, cocked my feet up on the table, filled my pipe and tried smoking, but after several attempts to keep the thing lit, I threw it down with unnecessary roughness. Some fellow out along the line was trying to keep awake by drumming on his key, and the rhythmical sound of the instrument played havoc with what nerve I had left. The thing seemed to be saying, again and again, "Over the

bridge! Through the bridge! No. 9 went through the bridge!"

This was getting unbearable, so I picked up a heavy paper weight and placed it on the drumming sounder, but in a moment the jarring of the machine tumbled it off with a crash and I jumped from my chair. The thing was still keeping up its song, "Through the bridge! Through the bridge; No. 9 went through the bridge!" Then I heard the ringing of an engine bell, and looking up the track, I saw two red lights approaching. They were the tail lights of 2d No. 9, which was slowly backing down to the tower. I knew that something had gone wrong.

As the train reached the office I pressed my face against the glass and saw some one spring from the rear car with a lantern. Then I heard the down stairs door open and quick footsteps on the stairs. Every nerve at a tension, I sank back into my chair, and as the conductor stepped into the office I gazed anxiously into his face, seeking to read there the news he had to tell.

"Well, young man," he said, sinking into a chair with a hand that trembled visibly, "you can tell S. B. C. that the Lower Bridge has gone down the river."

"Lower Bridge gone down the river!" I repeated after him mechanically. "Lower Bridge gone! Then 1st. No. 9 must be gone with it!"

"Looks that way," he said, "And if we had been running fast, we'd have gone with it, too."

By this time all the other trainmen and a number of white-faced, shivering passengers had climbed the stairs to the tower and gathered about me, and all sorts of theories were propounded as to what had happened to 1st No. 9, and what might have happened to 2d No. 9. Several of the passengers had friends traveling on the first section and were fairly distracted with the possibility that she had gone down with the bridge. Amidst such a general confusion, the little nerve that I had left ought naturally to have deserted me; but, as is often the case, when the real trial came it found me prepared to meet it. So I turned to the trainwire, and with a hand as steady as if I was reporting the state of the

weather, sent this message to the dispatcher:

"Second No. 9 here. Reports Lower Bridge gone and no sign of the first section."

This news staggered the dispatcher, who hurriedly called Warriors Mark. The operator there reported that he saw a lantern coming up the track and he thought the foreman was returning. A few anxious moments intervened, during which all hands waited expectantly for what was to come. Then the sounder of the trainwire began to tick.

"To S. B. C.—Foreman says Upper Bridge washed away. No signs of 1st No. 9. (Signed) Operator, W. M."

If anything more than my report had been needed to cause consternation everywhere, the report from Warriors Mark was that thing. In the dispatcher's office, where the officials were gathered, the effect was electrical. All day and night tidings of evil had been coming in; but these tidings had told of a loss of property only, and not of a loss of life. Now, by the news of this latest disaster, those at the helm were snatched from the condition of feverish excitement, into which the previous events had led them, and plunged into utter confusion. As for myself and those who stood waiting and shivering about me in the tower at Lewisburg, our nerves had received a rude shock and we looked at the situation through dark colored glasses. Without warning, two bridges, within a mile of each other, had been swept away, and we saw nothing else but the certain destruction of 1st No. 9. No one dared to hope that the train had left one danger behind and miraculously escaped another in front. No one even dared to suggest that between these two points of danger, stretched a mile of gleaming track, and that 1st No. 9 might be reposing securely upon it.

In a few minutes, however, those in charge of affairs recovered their equilibrium and took steps to afford whatever relief was possible under the circumstances. Notwithstanding the bad condition of the road-bed, the superintendent and several assistants were soon speeding toward the scene of the accident; 2nd No. 9 received orders to return to the division terminal, where the passengers would be transferred to another

route and forwarded to their destination; and I, after the train had gone on its way, settled back in my chair to smoke, while I ruminated over the events of the night and speculated on their outcome.

To this speculation the ticking of the trainwire put a sudden end. I heard some one calling the dispatcher's office and signing "W K" (the signal used by a wrecking office), and then I forgot all about my pipe in listening to the message that followed:

"To S. B. C.—First No. 9 between Upper and Lower Bridge. Both bridges gone and train unable to proceed either way. Have an operator on board who has cut in on wire and opened temporary office. Advise. (Signed) BARTLEY, Conductor."

* * * *

"You see it was this way," said the wandering "Billy," as he sat in the tower at Lewisburg the next evening, having been ferried across the river during the afternoon with the remaining passengers. "After leaving you last night, I took my regular berth between the mail cars, and was progressing nicely, when the train came to a stop. I saw the conductor run up past me to the engine; then I heard some one say that the bridge was gone and the train would have to flag its way back to Lewisburg. Well, we started back, but didn't get very far until we found the Lower Bridge gone, too. Here is where I made my appearance on the stage. I walked up to the conductor, who was greatly agitated, and said:

"My friend, is there any way in which I can render you assistance?"

"Yes," said he, scowling at me, 'you can swim the river, walk to Lewisburg and tell the operator there that we're anchored here between these cursed bridges.'

"I can do better than that," I said

"Then I climbed the nearest pole and cut in my pocket instrument. The rest was easy."


"What did the superintendent say to you this evening?" I asked him, after a bit. "I saw you talking with him."

"Oh, he said I had saved him much anxiety, and all that sort of thing, and offered me a good job."

"Well, you'll take him up?"

"No," said Billy. "Told him I hadn't thought of resigning my present position."

WELSH SPELLING.

 HE proper spelling of Welsh names is a matter known only to experts, and it gives much trouble to English postoffice officials, who are able in many cases to make only a guess, so to speak, at the spelling of place names. Sir Herbert Maxwell, in an article in an English magazine, gives an amusing example of this.


On March 2, 1888, the following telegram was handed in for delivery at the postoffice of Chepstow:

"Going to Llanfairpwllgwnwglogerhwllydligogogoch. Shall be at home at 4:30."

The postmaster, thinking that there was "more than a fair penn'orth" of consonants in the name, referred it to his surveyor, who wrote back:


"It is an attempt at the name of a village in Anglesea, but is evidently not written by a Welshman; the spelling is incorrect, and but for the joke of the thing, the ordinary abbreviation Llanfairpyll, would have been better. The name, correctly written, I give below: Llanfairpwllgwyngyllgogochwyrnydrobwillandisllogogoch."

LOCOMOTIVE AND STEAMSHIP COMPARED.

 N INTERESTING comparison between the most powerful locomotive and the most powerful steamship is given in the current issue of the *Scientific American*. The new Rogers consolidation engine, built for use on heavy grades on the Illinois Central, is compared with the Oceanic, the steamship that exceeds the Great Eastern in size and in power. The locomotive is designed to haul trains of a maximum weight of 2,000 tons over grades of thirty-eight feet to the mile. The Oceanic is 704 feet in length and on a draft of thirty-two and one-half feet displaces 28,500 tons. Its engines indicate about 28,000 horse-power when driving the vessel at a speed of twenty-two land miles per hour. The big locomotive could haul about 3,250 tons weight at a speed of twenty-two miles an hour on the level, and while so doing would indicate about 1,760 horse-

power. With this basis of comparison the *Scientific American* estimates that it would require sixteen such locomotives to drive the Oceanic through the water at a speed of twenty-two miles an hour, or eight locomotives would carry it on a level ship railway. As the cube of the resistance of water increases with the cube of the speed, hence, although the Oceanic could be hauled at two and one-half miles an hour by less locomotives than it would take to haul that load on land at a speed of twenty-two miles per hour, it requires just twice the power on water that it would on land. Loaded in box-cars of the ordinary 40,000 pounds capacity, the Oceanic and its cargo would fill 866 freight cars, which would be a train about six miles in length.

WHAT THE "HELEN'S BABIES" MAN SAYS.

 OST people have read John Habberton's book about Helen's Babies. If they have not done so, they have missed something.

John Habberton has written an article for the *Saturday Evening Post* about voluntary slavery that, like the rest of his writings, is well worth the reading. It reads in part:

"What would be the social and economic condition of the United States could another Lincoln issue an Emancipation Proclamation which should sever the ties that bind some millions of white people to their taskmasters, some of whom are suspected, some hated, only a few respected or loved? Quite as much work would remain to be done, and there would be quite as many people competent to do it, but the masters—or employers, if the term be preferred—would be at their wits' end to find workers, and most of the workers would be incompetent to take any places but those which they had already filled and abhorred.

"Most men are so incompetent, or so unwilling to seek new surroundings, no matter how bad their circumstances seem to be, that their condition is literally that of slavery. Not all of them are stupid or devoid of aspiration, and all wish that their

condition might be bettered, but they lack the indefinable something that causes a man, no matter how few his abilities or how humble his position, to be in a higher sense his own master. Absolute dependence on their employers for the time being is the condition of the great majority of the employed, and reluctance and inability to work in any other place or for any other man is a common confession of all classes of workers; and almost as common is a willingness to remain in whatever position they chance to be.

"It is currently supposed that vacancies in the higher departments of any business can easily be filled from the men below, but employers know to their sorrow that this is not true. That a man does stated, automatic work for stated wages, and does it well, too, does not necessarily imply that he has ever given a thought to the duties of the position next above him, much though he would like the higher position's pay. It is a common complaint of men in

mills, stores and offices of all kinds, that frequently some 'rank outsider' who has not been long at the business gets the best position that becomes vacant.

"Unconsciously, yet absolutely, most men who work for wages are as dependent on their employers as were the Southern slaves on their masters. Most of them are honest and industrious; some are of high moral character, but their interest is so fixed upon what they get that they have little to spare for what they do; therefore, they never increase their value to their employers or to themselves. Many of them think, and rightly, that they are the superiors, mentally, of the men above them; but nothing is hit by the bullet that is never fired, nor did anything but trouble ever come of the talent that was hid in a napkin. When, through changes of business, such men lose their places, they are as helpless as the slave who has lost his master. If their condition is not that of voluntary slavery, what is it?"



OUTLET OF LAKE, AND WATER POWER NEAR STATION AT PINEBLUFF, N. C.
(Courtesy, Seaboard Air Line.)

Woman's World

WHAT MAKES A WOMAN'S LIFE WORTH LIVING.

THE *Pacific Monthly*, published in Portland, Ore., in describing the beautiful recognition of Miss Anthony's eightieth birthday, says:

"We must admit that her work has gone far toward bettering conditions and opening the way to higher education for women," but continues thus:

"And yet with it all there is an element of tragedy in the fact that she, who for over half a century has devoted her time and energies to the advancement of women, has, willingly or otherwise, missed the two things that make a woman's life worth the living—wife and motherhood. And all the honor an admiring world can bestow cannot suffice to make up the loss."

"Let us take, for example, three women who have done more, perhaps, to help humanity than any other women of their time and generation—Susan B. Anthony, Frances E. Willard and Clara Barton. Neither of them married. Will our sentimental editor pretend to say that their lives would have been more 'worth the living,' if each had married, brought three or four children into the world, to make good or bad citizens, as the case might be, and then passed on to make room for somebody else? Will he pretend to say that when these women look back over the glorious results of their life-work, which has blessed thousands and will be enjoyed by generations to come, they feel that all this cannot 'make up the loss' of not having had a husband and children?

"Miss Anthony, with the aid of a stenographer, has only recently finished answering over twelve hundred letters and telegrams received on her eightieth birthday. They came from every civilized country, from

associations and clubs, from individuals in all walks of life, each one filled with gratitude and appreciation for her splendid service to humanity. There were beautifully engrossed memorials from Sweden and Denmark; and one from Great Britain signed by more than a hundred of the nobility, statesmen, philanthropists and scholars of that country, glorifying a life 'whose beneficence has reached beyond the seas.'

"Would this life have been worth more to the world and to Miss Anthony herself if its remarkable powers had been limited to one small household? The woman who marries must give the most and the best of herself to her family, but there is a vaster amount of the world's work outside of the home which needs to be done by women and only the unmarried can do it. Every woman has an absolute right to decide for herself whether she shall bestow the services of her life upon the few or the many."—Ida H. Harper in *New York Sun*.

A MEMORIAL.

THE National Suffrage Association, in its memorial to the National Presidential Conventions, making the following plea for the recognition of woman's right to the ballot as a citizen of the United States:

"The chief contribution to human liberty made by the United States is the establishment of the right of personal representation in government. In other countries suffrage has often been called 'the vested right of property,' and as such has been extended to women the same as to men. Our country has come at length to recognize the principle that the elective franchise is inherent in the individual and not in his

property, and this principle has become the corner-stone of our republic.

"The women of the United States are now the only disfranchised class, and sex is the one remaining disqualification. A man may be idle, corrupt, vicious, utterly without a single quality necessary for purity and stability of government, but through the exercise of the suffrage he is a vital factor. A woman may be educated, industrious, moral and law-abiding, possessed of every quality needed in a pure and stable government, but, deprived of that influence which is exerted through the ballot, she is not a factor in affairs of State. Who will claim that our government is purer, wiser, stronger and more lasting by the rigid exclusion of what men themselves call 'the better half' of the people?

"In the division of the world's labor an equal share falls to woman. As property holder and wage-earner her material stake in the government is equal to that of man. As wife, as mother, as individual, her moral stake is certainly as great as his. The perpetuity of the republic depends equally upon the careful performance of the duties of both. One is just as necessary as the other to the growth and prosperity of the country. All of these propositions are self-evident, but they are wholly foreign to the question at issue. The right of an individual to a

vote is not founded upon the value of his stake in government, upon his moral character, his business ability or his physical strength, but simply and solely upon that guarantee of personal representation which is the essence of a true republic, a true democracy.

"The literal definition of these two terms is a state in which the sovereign power resides in the whole body of the people and is exercised by representatives elected by them.' By the Declaration of Independence, by the rules of equity, by the laws of justice, women equally with men are entitled to exercise this sovereign power through the franchise, the only legal means provided. But whatever may be regarded as the correct basis of suffrage—character, education, property, or the inherent right of the person who is subject to law and taxation—women possess all the qualifications required of men.

"At this dawn of a new century are not the sons of the Revolutionary Fathers sufficiently progressive to remove the barriers which for more than a hundred years have prevented women from exercising this citizen's right?"

This memorial is signed by Elizabeth Cady Stanton and Susan B. Anthony, as Honorary Presidents, and by all the officers of the National Suffrage Association.



Poetical

The Song of the Violin.

I grew in the darkling valley,
In a country o'er the sea;
My tree was the heart of the forest,
And I was the heart of the tree.
That is the reason the songs I sing
Flutter and throb like a living thing!

I learned the fall of the snowflakes,
The music of mists uprolled,
The tender dusk of the summer,
Thick-threaded with notes of gold.
The warm spring the sap updrew,
And soaked me in music through and through.

I learned of the busy brooklet
That over the mosses twirls;
Listen—my notes fall plashing,
Rounded and pure as pearls.
Crackle of hoar-frost or pat of rain,
I wove them all in my silver skein.

I heard the foot of the squirrel
When scarcely the dry leaves stirred;
The padded tread of the rabbit
On velvets of moss I heard.
And the wild birds taught me, note by note,
The magic hid in each feathered throat.

I bring the love-songs of linnets
To you in this crowded room,
The spice of the pine and the hemlock,
The blur of the leaves' green gloom;
I bring you the woodland's healing balm,
I give you the forest's wondrous calm.
—*Florence Gibbs, in N. E. Magazine.*

The Age.

My heart is heavy; from the present
It yearns towards those old days again,
When still the world seemed and pleasant,
And men lived happy, free from pain.

Now all things seem at six and sevens,
A scramble, and a constant dread;
Dead is the Lord God in the heavens,
Below us is the Devil dead.

And all folks sad and mournful moving
Wear such a cold, cross anxious face;
Were there not still a little loving,
There would not be a resting place.

—*Heinrich Heine.*

The Dinner-Pail Brigade.

We applaud the blue-clad soldiers as they march
along the street,
Keeping time with clock-like motion to the drum's
inspiring beat;
Every patriotic instinct gleams as brightly as the
stars
When the hero boys are going to or coming from
the wars.
Yet there are heroic legions, men who daily pass
us by,
Who are given but a careless, unapproving glance
of the eye;
Men who render to the country most invaluable
aid
In the steady march of progress—the great dinner-
pail brigade.

Strike that army from existence, and the world
would lie and rust,
Cities wondrous in their grandeur soon would
crumble into dust,
All our trade and manufacture would be doomed
to early death,
And that healthy giant, Commerce, never draw
another breath.
Earth would lose her active spirit and be dreary
as the tomb,
Heaven's sun-rays soft descending would but fall
on stagnant gloom,
And the glories of existence as the stricken flow-
ers would fade
If the fates should choose to rob us of the din-
ner-pail brigade.

'Tis the muscle and the sinew and the life-blood
of the land,
Every industry is fostered by the workman's cal-
loused hand,
Every palace that is housing an imperial mil-
lionaire
Owes its presence to the toilers whose industry
placed it there.
Every penny that in coffers of the wealthy finds
a place
Is a drop of perspiration from hard labor's heated
face;
Every stone in the foundation of prosperity is
laid
By the hands, all labor hardened, of the dinner-
pail brigade.
While we laud our gallant soldiers for their valor
in the fray,

Let us not forget the heroes who are with us every day;
 While we praise the gifted toilers in the sciences and arts,
 Let us not forget the toilers who are playing humbler parts.
 While the men who owe their fortunes to these heroes, in their lust
 After yet more golden dollars grind the workmen in the dust,
 Let the honest masses see that well-earned tribute shall be paid
 To the ever alert legions of the dinner-pail brigade.

—*Denver Post.*

A Rich Man's Quandary.

What is the cause of all the strikes? I heard a rich man say.
 Why do our "hands" take such disgust to working every day?
 Why do they congregate in crowds to hear each other spout?
 Such conduct is a mystery I never can make out.
 We want more wages, is their cry, and fewer hours of toil;
 The more we work the less we get of products of the soil.
 They say it is by labor that every blessing comes,
 And stoutly add, we're bound to have more comfort in our homes.

Once workingmen were satisfied with only bread to eat,
 But now they must have pie and cake, likewise the best of meat.
 To live the way their fathers did they stubbornly decline;
 They want the best the market holds, their tastes have grown so fine.

The fashion, too, have caught their eye; they say they cannot bear
 The brogans and Kentucky jeans the "ancients" used to wear.
 The miner and mechanic, the laborer as well,
 Are casting off old habits as the snail forsakes its shell.

They say it's education has made this wondrous change,
 Another idea gaining strength, to me it seems quite strange

That those who toil with hand and brawn are competent to lead,
 And just as fit to manage things as those who toil with head.

If such are people's ideas, the time is drawing nigh
 When workingmen will have no use for nabobs such as I.
 They say the works I call my own, to give, to keep, or sell,
 That they by some unwritten law somehow should own as well.

—*Thos. Sheedy.*

What Is Slavery?

'Tis to work and have such pay
 As just keeps life, from day to day,
 In your limbs, as in a cell,
 For tyrants' use to dwell;
 'Tis to be a slave in soul,
 And to hold no strong control
 Over your own will, but be
 All that others make of ye.
 So that ye for them are made
 Loom and plough and sword and spade;
 With or without your own will, bent
 To their defense and nourishment.

'Tis to see your children weak,
 With their mothers pine and peak.
 When the winter winds are bleak—
 They are dying while I speak;
 'Tis to hunger for such diet,
 As the rich man in his riot
 Casts to the fat dogs that lie
 Surfeiting beneath his eye;
 And at length, when you complain,
 With a murmur weak and vain,
 'Tis to see the tyrant crew
 Ride over your wives and you.

Men of labor, heirs of glory,
 Heroes of unwritten story,
 Nurslings of one mighty mother,
 Hopes of her and one another,
 Rise like lions after slumber,
 In unvanquishable number;
 Shake your chains to earth like dew,
 Which, in sleep, had fallen on you.
 Ye are many, they are few.

—*Percy Shelley.*



FACE-TIOUS

Modestly Expressed.

Miss Emilia—My sister fell and broke her limb.

Old Mr. Bones—Which limb?

Miss Emilia (blushing)—Well, if I must tell you, it was her left walker.—*Tit-Bits*.

Had Enough Sisters.

"I will be a sister to you," said the fair maiden.

"I've got one sister who wears my neckties, borrows cab fares, loses my hair brushes, puts knick-nacks all over the furniture in my room, and expects me to take her to the theater twice a week. I don't want any more sisters."—*Answers*.

Handicapping a Cigar.

"A cigar named after a Congressman ought to have considerable pull to it."

"Yes, and it might be in bad odor, too."

"Yes, the kind that the speaker wouldn't recognize."

"And warranted to clear the galleries."

"Sort of a joint session cigar."

"What's that?"

"The brand you smoke in the House and smell in the Senate."—*Cleveland Plain Dealer*.

A Comparison.

If a man hoards riches and enjoys them not he is a fit companion for the donkey that dines on thistles when grass is plenty.

What the Hotel Bill?

"A man with a bill!" announced the court chamberlain.

The king was visibly startled.

"He must be a bird!" exclaimed his majesty, thinking of the rigorous measures he had taken to prevent creditors approaching the royal person.—*Detroit Journal*.

Not Exclusive.

Nellie (aged five).—Our family is awfully exclusive. Is yours?

Bessie (aged four).—No, indeed. We haven't anything to be ashamed of.—*New Orleans Times-Democrat*.

Why He Looked at It.

Mr. Upson Downs (seated by a stranger in a railway carriage).—What time is it by your watch, if you please?

Stranger—I don't know.

"But you just looked at it."

"Yes; I only wanted to see if it was still there."—*Wasp*.

His Role.

"I thought," said the disappointed friend, "you told me this election was going to be a walk-over."

"Well," answered the former candidate, "it was. I was the doorstep."—*Washington Star*.

Not Enough of a Kind.

Dorothy had been asked how she liked the appearance of her uncle's new house, which is painted a light green, with three darker shades for trimmings. "For my part," replied the girl, candidly, "I prefer a color that doesn't have to be pieced out so much."—*Judge*.

An Explanation.

Tom—What have you in that locket?

Jack—A little souvenir of a hair-breadth escape.

"What is it like?"

"Oh, it's merely a lock of hair from the head of a dashing widow to whom I was engaged last summer—but didn't marry."—*Chicago Evening News*.

In a Tight Place.

A prominent lawyer of New York, who went out West and fell into hard luck, boarded a train for Nashville, Tenn., intending to seek employment as reporter on one of the daily newspapers, says the *New York Telegraph*. When the conductor called for his ticket, he said:

"I am on the staff of the —— of Nashville. I suppose you will pass me."

The conductor looked at him sharply.

"The editor of that paper is in the smoker; come with me; if he identifies you, all right."

He followed the conductor into the smoker; the situation was explained. Mr. editor said:

"Oh, yes, I recognize him as one of the staff; it is all right."

Before leaving the train the lawyer again sought the editor.

"Why did you say you recognized me? I am not on your paper."

"I'm not the editor, either. I'm traveling on his pass, and was scared to death lest you should give me away."

An Executive Damsel.

A little girl wanted more buttered toast, but was told that she'd had enough, and that more would make her ill.

"Well," said she, "give me anuzzer piece and send for the doctor."—*Tit-Bits*.

A Base Deceiver.

Edith—I can't help but love him, he is such a base deceiver.

Ethel—A base deceiver?

Edith—Yes. He can throw down to second and catch a man napping without half trying.—*Judge*.

About the Size of It.

"Money," said the political orator, "is a great lever and—"

"That's right, mister," interrupted a man in the gallery, "it is such a great lever that most of us can't keep it."—*Chicago Evening News*.

The Japs Laughed Last.

The presence of the Japanese crown prince in Paris has reminded someone of a good story.

It was at the time of the exhibition in 1867. A Japanese embassy went to Paris to treat for three free ports in France, in return for which France was to have three in Japan. The negotiations proved short and amiable.

"Make your choice," said Japan, "we will choose afterward."

The Minister of Foreign Affairs selected Yokohama, Yeddo and Han-Yang.

The embassy made no objection; they simply smiled and went on their way.

Some time afterwards Japan sent word that the three ports mentioned were agreed to, and in return Japan desired Havre, Marseilles and Southampton.

This last-named gave the French officials fits. They never laughed so much before, and certainly never since. Southampton a French port! No, it was too good. Gently, but unmistakably, they explained the situation.

"Why, Southampton is in England," they replied.

"We knew that," came the cool response; "but then Han-Yang is in Corea."

Whereupon the French officials collapsed.

The Difference.

The difference between "ill" and "sick" was illustrated the other day by a Somerville man as follows: "When I found that I was ill, I sent for the doctor. When I got the doctor's bill it made me sick."—*Somerville Journal*.

Overheard in Paris.

Mr. Porkpack—Five francs for taking us a block? You're a thief! Now what have you got to say to that, eh?

Polite guide—Nozzing, monsieur, but farewell, forever. I am aware zat henceforth we s'all be strangers.—*Collier's Weekly*.

Our Correspondents

"SOME PLAIN TALK."

JOSE GROS.

A FRIEND of ours has found fault with our article in the June TELEGRAPHER because of our attacks against all monopolistic constitutions. He thinks that may invite disrespect towards the constitutions of labor associations. We can assure our readers that we love all such associations and wish they could absorb all the workers in every nation. We then see the need that they should have their constitutions, since the object of such compacts rests on brotherhood principles, and nobody but plutocrats of the worst type can object to any similar instruments, conducive to establish the processes by which to best fight the economic battle against the predatory tendencies of our vile industrial system.

Our mission lies in the field of social reform. Our object is to establish equity in all industrial activities, and hence to give to the workers of nations the whole product of their labor. Nothing short of that will do. Nothing less shall stop the war between classes and masses. We don't believe in the need of any such classification of men. Each nation should be an actual and complete brotherhood of men, and the same between nation and nation, with absolute equity in all human relations, with no monopolistic adjustments of any kind.

That object can only be accomplished through plain talk and teachings of the most positive, tangible and practical character. We have no right to deal with our workers as if they were babies, and as our friend thinks we should, patting their backs and encouraging them to keep on, pretty well satisfied with present conditions, because, some say, pretend, or fancy, so much better than ever before. Such has been the eternal talk of despots, dema-

gogues and crafty politicians, to flatter the masses and thus narcotize their conscience, and so perpetuate that inertia that for so many, many centuries, has kept humanity wallowing in the mud of social iniquities. It is because we fear a continuation of that inertia and mental paralysis that we are apt to prognosticate a long period of social disasters before we are out of the woods. On that predicate alone our fears rest. On the other hand we feel that as soon as that paralysis and inertia is broken, it is a question of less than ten years for us to have ideal social conditions, provided we proceed on the basic principles of social reconstruction that we have often indicated or specifically outlined in some of our 550 articles in many labor papers in the last ten years. Of course, we cannot be always repeating the same principles, and must let time have its influence and form convictions that no man, or any small group, can expect to carry in a hurry into the brains of our millions of people in this gigantic nation of ours. If we had only 2,000,000 or 3,000,000, and so only something like 500,000 voters to build up, our talk would be less colossal than it is.

There can be but one best, simplest and shortest way to establish truth with the least trouble to all and least danger of a relapse into error, just as there is but one shortest and easiest road between any two points or lines of effort. We can hardly expect that men shall be in a hurry to take that road, in the process of remodeling civilization. So far they have always preferred the longest and most painful roads in whatever transient partial good they may have accomplished. Impulse, not the reasoning faculty, has been the guiding element in most of our development. Suppose we try to illustrate that with a recent event.

A choice limited number of church dignitaries were in close session in order to

settle some petty jealousies of their own. One of them was having the floor. A certain dignitary of the same church stepped in who had no right to sit in that secret session by the arbitrary regulations of a few big fellows. That intruder had had some church disagreements with the one who was talking, and the latter said: "I shall not proceed until that man is put out of this room." And the man was forced to leave that room. Immediately after the speaker again said: "If there is a Judas Iscariot in this room, let him be good for once." Now, what is the use of any secret session if there can be any Judas Iscariot there? And we never feel, can never feel as that speaker did acknowledge, that the secrets we say to each other shall not be spread out, known, sooner or later, in some form or other, if the thing is worth knowing or appeals to the vain, sordid, ambitious elements of the powerful. Do you know what that proves? The unreasonables, the unholiness of any secrets. Truth never needs to be secret. Wrong and falsehood alone can thrive in secret. Truth is light. It can only flourish in the splendors of light, the more the better. That simple moral fact has not yet found the means of piercing the skulls of our church dignitaries, the grand teachers of humanity. Can we have anything but a wretched, poor humanity with such poor, blind and uncharitable teachers? Because don't you know that we lower ourselves and the whole humanity when we directly or indirectly insult any of our brethren, hinting at the idea that he is not worthy to hear what we have to say, forcing him out of the room in which we are trying to settle some question or disagreement? Perhaps that man is just the one we need to broaden our conceptions on the subject, since he does not exactly belong to our clique in this or that line of thought.

The event we have described is really just as bad as if Peter and John could not agree on a certain point, and Peter struck John a heavy blow, and Peter felt satisfied with himself after that, instead of being ashamed and had asked John to forgive him for his hasty act, the least any decent man should do. And most of our civilized status rests yet on that plane of brute force as the only final arbiter of all our relations

between classes in each nation, among nations all over the earth. Does not that prove what we have stated, that impulse, not the reasoning faculty, is still the guiding element of that civilization whose glories we are always singing as if conscious of the worthlessness of all our present social conditions? In our self-conceit and love for power and lust we have not yet seen that we debase ourselves and attack the self-respect of the race at large, through any manifestation of brute force against each other, personal or collective, as a means to settle any differences of opinion. Men have never yet settled any important subject through a resort to brute force. The latter is the emblem of hate. Brute force means really the perpetuation of savagism in its most repulsive forms. We may call that savagism civilization. Names never change the essence of things.

All brute force is a denial of equal, brotherhood rights, and hence an assertion of rights unequal, of oppression, of might over right. There we have the reason why most men fail yet to understand the meaning of equal rights, or refuse to abide by them, decline to respect them. Hence our modern hate between employers and employes, especially if the latter are grouped in brotherhoods which many fine men are calling the most unbearable tyranny, aiming at the subversion of all social order and healthy growth. Yet, we all can see that labor brotherhoods would never have been needed, would never have grown up, if society, if government itself, did not yet rest on tyranny, however masked, on a practical denial of all brotherhood principles in the industrial realm, in all social relations, and even exhibited in the prices of the pews in our churches, theaters, etc.

Look now at the complacency with which the so-called best nations have for years been anticipating greater happiness with the partition of China, the partition of what does not belong to them. Looking for happiness through processes of wholesale robbery! And that is what we call Christianity! Yes, it is Christianity minus Christ, and with the moral law trampled upon.

Always and forever fulminating our anathemas against the evils far away from

our own control, in time or space, and of which we know mighty little because we have not felt their effects. But when dealing with the evils we have developed and could suppress, we are so familiar with them, or they are so trivial because they principally fall on the social classes below our own, that we prefer to keep them alive, fools that we are, because we all suffer from them after all.

It has been said to us by the *Master Mind*, by the *I am*, "*In the world you shall have tribulation.*" What is the world in that sense? Social organizations which insist upon a progress that refuses to learn the A, B, C of all ethical and moral law, and prefer a constant change of—*Human Greed Manifestations*. Humanity shall overcome that greed. The process could commence to-day and be complete very soon. But our whole contemporaneous history shows that *Greed*, and that backed by law, is the prevailing force to-day yet, all endorsed by the nations and classes that call themselves the best.

THE REIGN OF FORCE.

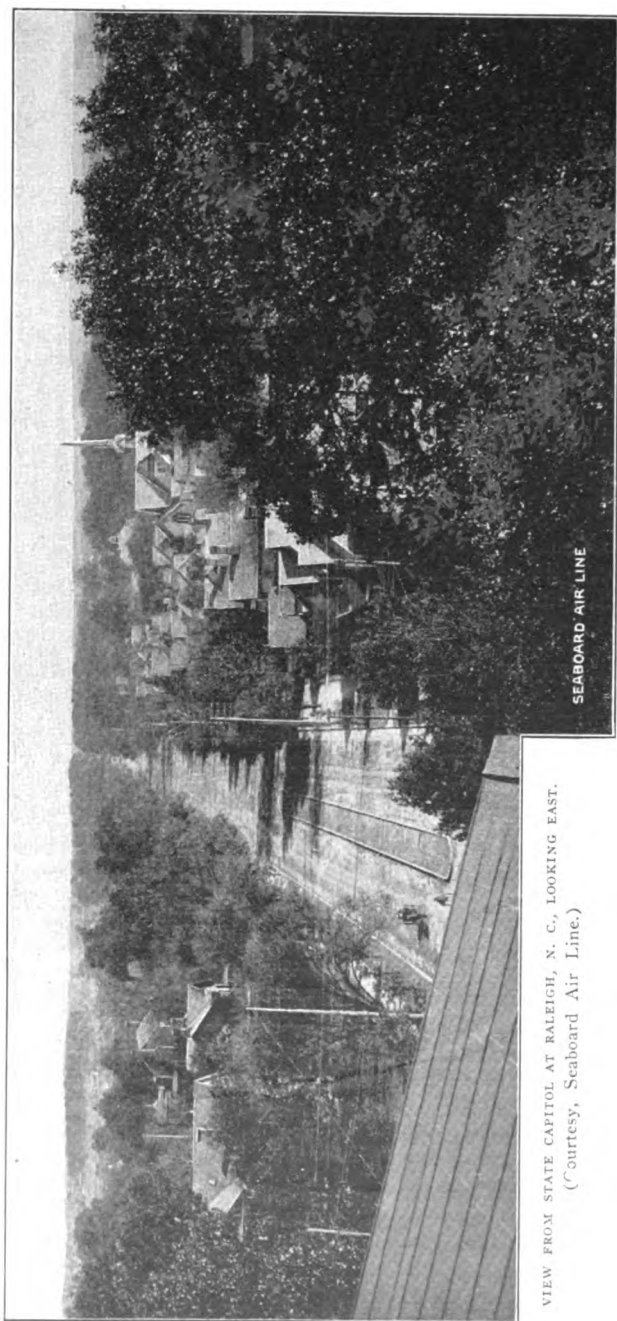
Away back in the beginning of time it began. When reason first rose above instinct mankind came to the parting of the way. There the road forked. Formerly man must needs conform to natural law, now he could veer from it, but at his peril. He chose to veer. Reason at first was weak and narrowly selfish. It displayed itself most in selfish cunning. Man measured himself against man. The one with the biggest muscle noted the fact. Two large ideas kindled in the dark recesses of his brain—power and opportunity—and a low mentality prompted their immediate use to selfish ends. His instinct was towards the society of his fellows, but his first act was to violate the foundation law of association. He used his power and opportunity to take by force that which of right was his weaker brother's, his place upon the earth or the products of his labor. Then the strong went forth to conquer and the age-long conflict began. So man in his first attempt to improve upon nature took the wrong fork of the road. Right to material things

belonged to him who had the physical power to seize and hold them. Force ruled the world. Not right, but the physical power of the individual determined ownership and ownership acknowledges responsibility to naught but greater force. Custom now reared its mighty form and through the force of habit the habit of force became the custom, and thus, with the material conditions it had wrought, was invested with the semblance of right. Still bearing with it these material conditions wrought by force, custom was erected into government and government through its statutes and decrees confirmed the customs and conditions brought about by force with no reference to their righteousness or natural justice. Thus the struggle of force-wrought ownership was outwardly transferred from the immediate field of industry to that of government, and here for ages the conflict has raged. Who should control the machinery of government and through it maintain for themselves the material conditions inherited through custom from physical power? The progress of human development may be easily traced through the gradual extension of this political or governmental control to an ever-increasing number of individuals.

From despot to barons; from barons to a yet wider nobility; from them, in ever-increasing circles, it has come very close to the people. But always to all the object of getting within the stronghold of power has been, not to right the first great fundamental wrong, but to share in the material benefits arising therefrom, and which the first evil use of force had secured to itself and transmitted through government, custom and law to whomsoever by these means could gain possession of them.

Even to-day, to "the people" themselves the great object of suffrage and control of government is not to effect thereby a return to first principles, but in the main the hope of each is to sheer off from himself the evil effects of its violation or mayhap to secure to himself a share in the plundered rights of his brother.

From this meager tracing perhaps the reader may be able to see how it has come



VIEW FROM STATE CAPITOL AT RALEIGH, N. C., LOOKING EAST.
(Courtesy, Seaboard Air Line.)

SEABOARD AIR LINE

about that the whole social structure from industrial to political is based upon a broken law of nature, upon the violation of the essential principle of physical well-being, and therefore of social order and mental and ethical development; how the first strong man by force deprived his weaker fellows of their rights in relation to material things and appropriated to himself the products of their labor by means of the "ownership" thus acquired; how he sought to strengthen and perpetuate the condition thus brought about through the forms of government, that is through the conventions of himself and others like him, erected in the laws of custom and the decrees of government; and how thus the attention of men was diverted from the real wrong and the struggle among them transferred from the common field of material things to the governmental and political. It may thus be easily seen how custom and law and government have become not the conservation of justice and right, but the crystallizations of the wrongs of violence upon prime material rights, the condensations of the injustice of force, veritable towers of physical power erected about the field of industry for its safer holding and control by those who could occupy them. And being erected by force to conserve the effects of violence, a real change of occupanis has never yet been effected save by the power that created them—force. And though the people have been called repeatedly to oust one set and to put in another, the result has always been for them simply a change of masters.

But though violated industrial (or material) Right had government and custom erected over it to perpetuate its violation, and thus became obscured from the common view by these superstructures of force; though for thousands of years mankind has traveled the wrong fork of the road through blood and conflict and misery and degradation, apparently farther and farther from the right objective—true social life, yet really it has been veering around to its right destiny slowly, slowly, like the ship that rounds the earth to its point of departure, and whose voyagers in amazement and joy behold with new eyes and a

new understanding the land of their nativity. Slowly, slowly as the day breaketh, the vision of men have penetrated the obscurations of governments and systems and customs founded on force and violence, and gradually the true cause of evil among them has been unfolding itself to their view. Happily with the developing of their vision and the broadening of their comprehension, there has been impressed upon their understanding two lessons, learned at last through the ages of conflict and oppression, and now in these modern times vitally necessary to that readjustment of society to its natural law which must take place—the lessons of Organization and Responsibility of Power, both learned in the strife over government.

When the first strong men in the beginning by violence achieved ownership over the rights of others in their relation to material things, and sought to crystallize the wrong into the form of government, each found it necessary to gather immediately about him other men only less strong than himself. These in the course of time saw that their combined strength was greater than that of their chief, and coveting the benefits and privileges his "ownership" conferred, they organized to depose him and parcel out among themselves his "possessions."

About these others gathered, saw their opportunity and combined; and the circle of dominant "ownership" gradually widening with the process, finally reached a number too great to give each a place in the governing body, and the idea was born of making the exercise of power responsible. Thus as the lesson of organization was extended to greater numbers of men, the idea of Responsibility of Power extended with it. And for the last few hundred years the conflicts of men have been evolved from these two ideas. Wars and revolutions have revolved about them. Before them thrones trembled and crumbled and from them republics were born. These ideas are founded upon the two great social principles that human nature cannot be trusted with irresponsible power, and that power cannot be made responsible except through organization. But for ages these costly

truths learned in the dire school of experience, were confined in their application to the political world. To-day, civilized men will not trust men to rule over them politically with irresponsible power. Offices are made elective. An intricate system of checks are placed upon those in authority. In theory nothing is left to individual caprice and but little to individual discretion. Man cannot be trusted with irresponsible power; and only through organization can responsibility be fixed and power rightly applied. These great ideas and principles have been clearly evolved from the age-long political struggles of the past. Gradually as the genius of organization has crept over into the industrial world, the idea of responsible power has crept after it like a shadow; and, lo! with them both has come the wonderful revelation that upon the industrial depends the political, and that government has no meaning except as it affects the rights of men in their relation to material things, and that upon justice in material things must justice in all things else at last depend.

CLINTON BANCROFT.

EQUAL FREEDOM.

"Enjoy the land, but own it not."—Thoreau.

I am told that "socialism will nationalize the land when it comes and arrive at the single tax destination only by a different route."

My informant has the idea which Henry E. Allen expressed in the Galesburg *Labor News* thus: "These articles (coal, oil, etc.) must be either privately controlled as at present, which is the ideal of the anarchist, or they must be socially owned or controlled. It must be one or the other. Which is best? The private monopoly of the anarchist, or the social or public monopoly of the socialist? Mind you, it must be *one or the other*—the articles necessary to life must be publicly or privately controlled. That means either private or public monopoly—for monopoly it must be and will be in either case. The fact is we are all either anarchists (individualists) or

socialists. * * * There will always be monopoly. * * * If the present situation suits—if you are in love with the hordes of trusts that exact a monopoly tribute from you at almost every turn of your life, then you must be an anarchist—an individualist, and not a socialist."

Who or what is the nation, "the public?" Is it not the sum of the individuals living on a certain area of the earth's surface? What has the nation which it does not derive from the individuals composing it? Before the nation, or "the public," can own anything the individuals composing that nation or "public" must have owned it. All power and authority held and exercised by the nation, "the public," the collectivity, must be delegated to it by the individuals composing it, either voluntarily or by force. Usually these powers are unwillingly surrendered by the individuals, through the cunning, force or fraud of the few who control the nations. No matter how it was obtained, it has its origin in the individual.

What the individual cannot do he cannot authorize or delegate another to do. If it is not right for one man to do a certain thing it is not right for two men to do it; for three men to, or for four or any number of times as many men to do it. And no form, ceremony or solemn agreements can make it right. Getting together and adopting certain forms and rules and calling themselves a nation cannot make it right.

No man has any more right on the earth than another. Every man desires for himself the largest possible amount of freedom. Now there are two kinds of freedom. Equal freedom and unequal freedom. Of the latter kind there may be innumerable degrees, but of the former there can be but one degree. Now no man desires *less* freedom than others enjoy, however much he may desire more than others have. Hence no man desires unequal freedom unless he expects to be able to secure a larger instead of a lesser freedom than others. But it is evident that the majority can never have the advantage in such a contest. Where freedom is unequal the minority, and usually a very small minority, have the advantages. Hence, to be ultimately successful,

every true reformer must appeal to the masses for equal freedom.

What is the first essential of freedom? Self-ownership. He who owns not himself owns nothing. In what does self-ownership consist? Not in titles, names, forms or appearances. He who is not free to produce when and where he chooses and free to dispose of his product as he chooses is not free. Suppose the slave owner of the South could not have controlled either the labor or product of his chattel, would not his title to the slave have been worthless?

The essence, then, of freedom is self-ownership, and the essence of self-ownership is the control of one's own labor and product. Hence all just property titles originate with the producers. What a man produces is his as against all other men, to do with as he pleases. The converse must be true, that what a man does not produce is not his. That is, what is not produced cannot be owned.

To admit ownership of land is to deny to the producer ownership of his product and thereby of himself. *There is no escape from this conclusion.* For on the land and from the land alone can man live. *There must be absolutely equal freedom in the use of the earth BEFORE there can be equal freedom in other things.*

If the reader has followed me thus far he will see that the individual cannot own land, and therefore cannot delegate such a power to the nation, or "the public." Hence land cannot be nationalized. But, you say, men and nations do own land now. No, they do not. By force and fraud they exclude other men from the earth compelling the others to pay tribute or go hence, but they do not own it and never can, for they did not produce it. Nothing can be owned which is not produced.

You will also see that no number of men, whether they be a majority or a minority, can delegate to the nation ("the public") the ownership of another man's product. As a man's self-ownership necessarily depends upon the ownership of his own labor and resulting product his freedom can alone be secured by his being free to produce and exchange at will.

Hence nothing can be publicly owned and controlled which cannot first be privately owned and controlled and which has not been voluntarily surrendered to "the public" by the owner—the producer. From which it is clear that the land cannot be "socially" or "publicly" owned. Nor can a society or "public" own and control every product within its area unless *every* member of it has delegated to it *his* products. Nor can it own any more of his future products than he gives to it. Nor can it own or control his labor in further production unless he voluntarily surrenders it, and then only so long as he continues to voluntarily surrender it. Otherwise he would not be equally free with the majority (or minority) who controlled that "public."

My conclusion is inevitable. Socialism *cannot* "nationalize the land," and the single tax *would not*. Coal, oil, etc. (all natural resources, which are embraced in the economic term land) *cannot be* either privately or socially owned. Hence neither "the private monopoly of the anarchist" nor "the social or public monopoly of the socialist," as regards land, can be, *except by force, or fraud, or both*. The land (natural resources) cannot be *owned* at all, but it can be monopolized—and is. Hence our miseries.

Again: Neither can "all the articles of life" be publicly owned, for *all* men will never voluntarily surrender their freedom. The fact is, then, that we are *not* "all either anarchists or socialists." I am neither, nor can be, so long as I believe in *equal* freedom as the goal of our ambitions.

The single tax, by requiring each man to pay to all whom he excludes ("the public") the annual value of the privilege of excluding them, does away with the apparent necessity for land ownership while securing *to the user* (for none but users could afford it) the temporary exclusive possession of his location. As *each* would compensate *all others* for the exclusion, access to the earth would be equally free to all. For the *annual value of the privilege* depends on the number excluded, which is equivalent to saying "to the demand" for that location.

If the whole annual value of the privilege



PEE DEE FALLS WATER POWER, ROCKINGHAM, N. C.
(Courtesy Seaboard Air Line Railway.)

of exclusive possession went to "the public" the only incentive to land holding would be *use*. Each location would be held by him who could put it to its best use. All unneeded land would be unoccupied and unclaimed—valueless. For the value is not in the land, but in the privilege of exclusive possession.

When the single tax has freed the land—and *nothing else can*—all monopolies derived from so-called land ownership would vanish as the fog before the summer sun. What other monopolies have we? Only those created by special legislation. How long, think you, men who were equally free in their relations to the earth—the source of their lives and wealth—would permit legislation to stand which created unequal freedom in minor relations?

When men are no longer ground down by the necessity to scrape together enough to pay into private tills the ground rent which *should* relieve them of all taxation, they will have time to think and time to develop. With the land to depend upon, force cannot subjugate them; with plenty of time to think, fraud cannot deceive them. The single tax is the open highway to *equal* freedom in all things. More than this no man should have. None should be content with less. He who aspires to less aspires to *unequal* freedom. He does not go my way. He who aspires to more is in the same fix.

One says: "I feel that the boot strap-lifting proposition might almost as well be tried," for "I almost despair of seeing much of a change for several years yet." That may be "the line of least resistance" if you don't care where your line leads to. The line of least resistance to nowhere in particular is "down the stream," "with the tide," or whatever is easiest to yield to. But the line of least resistance to *equal* freedom is the single tax line. In fact, there is no other line to that destination. Those who care more for present ease, temporary apparent advantages, or anything else than for equal freedom, will follow their lines of least resistance to—nowhere in particular. Those who desire above all things else *equal* freedom will re-

fuse to follow any will-'o-the-wisp, but adhere to the single tax line, regardless of the time it may take to get others to see that it *is* the line of least resistance to equal freedom.

W. E. BROKAW.

LINE UP FOR SOCIALISM.

That the telegraphers whose heads have not been turned by our alleged "prosperity" are beginning to think, is manifest by the increasing subscriptions to Socialist publications, and the constant discussion of Socialism in the columns of THE TELEGRAPHER.

Capitalism, the modern system of slavery, depends upon the monopoly of the means of labor for its existence. To continue this monopoly it has entrenched itself behind the political powers, through them making its laws that proclaim wage robbery valid. In case the wage slave kicks at their robbery they beckon the police, the army and even the navy, as in 1894, to beat into subjection the victims of their greed and exploitation.

For this reason we should unite politically in a class conscious labor political party like the S. D. P., to make laws in favor of our class, so that we may enjoy the fruits of our labor and the liberties we are now deprived of. We can't win by "fighting capital with capital"—"our pennies against their millions," nor by the power of the boycott and strike; such a contest is too unequal, and invariably ends in our defeat.

The average wage slave receives barely enough to sustain life; to get which he has nothing to offer, but his labor power. This commodity is perishable; it can't be put away like a suit of clothes for six months or a year to await a more favorable market. If it was nothing would be left but a skeleton, and long before it approached this condition the wage slave's necessities would force him to surrender. Suppose we tried force? Ah! there's injunctions, jails, scabs, sheriffs, gatlings, army, navy and all the powers of capitalist government, arrayed against us. You see that combination on the economic field alone can't win against such odds. What remains? The ballot!

Attack capitalism where it is weakest. We outnumber him a hundred to one. The day we unite at the ballot box capitalism is doomed, for once shorn of political power he will soon be deprived of economic power. Let us unite to destroy the wage system and the power of capitalism to live on the labor of others.

Boys, investigate Socialism! The next panic following the elections this fall will give you plenty of leisure. Get in line.

Yours for the Cause,

A. S. D.

REVISION—CONSTITUTION.

ARTICLE IX.

Section 1. It shall be the duty of the General President to preside at all sessions of the Grand Division when convenient, and immediately upon convening appoint a Committee on Credentials, consisting of seven members; and as soon as practical he shall appoint the following permanent committees (to consist of seven members) and all committees not otherwise provided for: 1. On Law; 2. On Constitution; 3. On Statutes; 4. On Ritual; 5. On Grievances, Appeals and Petitions; 6. On Local Divisions; 7. On System Divisions; 8. On Benefit Department; 9. On State and National Legislation; 10. On Labor Statistics. He shall also appoint the following temporary committees to consist of three members each: 1. On Minutes; 2. On Resolutions and Greetings; 3. On Grand Officers' Reports; 4. On Finance and Salaries; 5. On Official Organ; 6. On Printing; 7. On Press.

Sec. 2. He shall preserve order and decorum during the sessions of the Grand Division, and shall decide all question of order subject to an appeal from his decision by two members thereof; enforce a strict observance of the laws, rules and regulations; and he shall have a vote at all elections and a casting vote on all questions before the Grand Division.

Sec. 3. He shall grant charters for the establishment and institution of Subordinate Divisions of the Order, and shall have

power to suspend the same for cause, subject to appeal to the Board of Directors and ratification of the Grand Division. He shall establish the password of the current term, and be responsible for the installation of the officers of Subordinate Divisions, and shall advise the Divisions of the Order in their work and proceedings. He shall also advise and assist the members of the Order collectively in their grievances, and shall use his utmost endeavor in behalf of all individual cases of grievance or wrong when appeals are properly made to him.

Sec. 4. Under extenuating circumstances he shall have power to relinquish the payment of Grand Division dues for a fiscal term of an unfortunate member, by request and under seal of the member's Division.

Sec. 5. He shall at all times strictly enforce the laws of the Grand Division, and shall call to account any member of the Order or Division violating the same.

Sec. 6. He shall be empowered to appoint and employ local and traveling Organizers for the Order when he deems it necessary and advisable, and at such compensation as is approved by the Board of Directors.

Sec. 7. He shall employ the clerical help necessary to conduct the business of his department subject to permission of the Board of Directors, and shall pay such salaries as the Board shall deem proper.

Sec. 8. He shall appoint a Deputy General President to act in his stead when circumstances and occasions demand, and by letter of instruction set forth the acts to be performed, upon the accomplishment of which he shall require of the deputy a full report of his official acts.

Sec. 9. He shall be ready at all times to give to the Board of Directors any information in his possession that they may require concerning matters pertaining to the affairs of the Order.

10. He shall sign all orders drawn on the Secretary-Treasurer for money, and shall give a bond in the sum of \$10,000 satisfactory to the Board of Directors, and at the end of his term of office shall make a full and complete report to the Grand Division of all his official acts, together with

suggestions and recommendations for such improvements and changes as his experience and knowledge determine advisable.

ARTICLE X.

Section 1. It shall be the duty of the General Vice-President to assist the General President at the sessions of the Grand Division, to preserve order and decorum, and to preside in the absence of the General President, and during the interregnum of the Grand Division he shall devote his entire time to the interests and work of the Order under the directions and instructions of the General President.

Sec. 2. In case of the death, resignation, removal or suspension from office of either the General President or General Secretary-Treasurer, he shall assume the responsibilities of the vacant office until the restoration of the incumbent or until the successor to the office is installed.

ARTICLE XI.

Section 1. It shall be the duty of the General Secretary-Treasurer to keep an accurate journal of the proceedings and transactions of the Grand Division while in session, to preserve the archives of the Order, and perform such other duties as may be designated by the Constitution and Statutes.

Sec. 2. He shall receive all moneys due the Grand Division from whatsoever source, and shall have charge of the seal and all books, papers and property of the Order not otherwise provided for.

Sec. 3. He shall receive all applications for charters to establish Subordinate Divisions, and when accompanied by the required fee he shall forward such application to the General President, and shall attest all charters, when granted, with his signature and the seal of the Grand Division.

Sec. 4. He shall keep a register of all Subordinate Divisions with the date of their organization, their time of meeting, and the place of their location. Also a correct list of all members of the Order and their last given address.

Sec. 5. He shall conduct all the necessary correspondence of his office, and attest

all official documents with his signature and seal of the Grand Division, and provide himself with all books and stationery.

Sec. 6. He shall have charge of the funds of the Grand Division subject to their disposition by the Board of Directors, shall pay out the same only on orders signed by the General President, shall be prepared to exhibit receipts and vouchers upon the examination of his books, and assist the Board of Directors in their work with all required information.

Sec. 7. He shall employ the clerical help necessary to conduct the business of his department, subject to permission of the Board of Directors, and shall pay such salaries as the Board shall deem proper.

Sec. 8. Upon the convening of the Grand Division he shall prepare a list of Subordinate Divisions entitled to representation in the Grand Body for the convenience of the Committee on Credentials, and shall furnish the committee with all information desired upon the subject. And he shall also, as soon as circumstances will permit, furnish the members of the Grand Division with a printed list of officers and members present and the committees appointed.

Sec. 9. Upon the receipt of the reports of the Subordinate Divisions, and notification of the election of representatives, he shall immediately mail to the Secretary of the Division the number of blank forms of Representative Certificates, and an equal number of duplicates that supplementary report shows the Division to be entitled to.

Sec. 10. At each regular session of the Grand Division he shall render a full and complete report of all his official acts and an accurate and comprehensive account of all the receipts and expenditures of the funds of the Grand Division, together with its assets and liabilities. And before assuming the duties of his office he shall give a bond in such amount as shall be determined by the Board of Directors and satisfactory to them.

ARTICLE XII.

Section 1. The Board of Directors shall have administrative, judicial and appellate jurisdiction during the interregnum of the

Grand Division, and its decisions shall stand as the judgment of the Grand Division until reversed or repealed by that body.

Sec. 2. The Board shall supervise the work of the General Officers and entertain all appeals made from their decisions, and when charges are properly preferred against any of them, they shall proceed to arrange for the trial according to the laws of the Order.

Sec. 3. In case of the office of General President or General Secretary-Treasurer being made vacant and inability of the General Vice-President to assume the responsibilities, the Board shall either fill the place temporarily or call a special session of the Grand Division as their judgment may determine advisable. In case of a vacancy in the office of General Vice-President, the Board shall fill the place.

Sec. 4. The Board shall meet at least once a year for the transaction of business pertaining to its function, and for the examination of the accounts of the General Secretary-Treasurer; and it shall have access to all books, papers and accounts of the Order, and full information of all business transactions. And immediately upon its adjournment it shall advise the Subordinate Divisions of the standing of the Order.

Sec. 5. The Board shall hold special sessions whenever it deems it necessary for the best interests of the Order.

Sec. 6. The Board each month shall approve or disapprove the personal expenses of the General Officers for the preceding month.

Sec. 7. The Board shall have charge of the bonds of the General Officers, and shall require the officers to file their bonds before assuming the responsibility of office, which bonds shall be executed to the satisfaction of the Board.

Sec. 8. The oldest portion of the Board of Directors shall administer the obligation to the newly-elected Grand Officers and the members of the Board.

Sec. 9. The Board shall render a full account of all its official acts at each biennial session of the Grand Division.

ARTICLE XIII.

Section 1. Any white person, male or female, of good moral character who is eighteen years of age or over, and is actually employed on a railroad, as a telegrapher, lineman, leverman in connection with the telegraph department, electro-pneumatic or mechanical interlocker, and of one year's experience, is eligible to membership in this Order.

Sec. 2. Any telegrapher answering the requirements of Section 1 of this Article, who has had three years' experience and not actually employed on a railroad, is eligible to membership in this Order.

Sec. 3. Petitions for membership shall be in writing and signed by three members of the Order testifying to the character and good standing of the applicant, which applicant shall be balloted for with white and black balls, and three black balls shall reject.

Sec. 4. The Grand Division shall retain an attached membership, consisting of persons properly petitioning for membership in the Order, who are not employed within the jurisdiction of any Subordinate Division, and of members of defunct Divisions, who shall be subject and amenable to the Board of Directors.

ARTICLE XIV.

Section 1. The initiation fee of this Order shall be \$3.50, collected from the applicant for membership, and the sum must invariably accompany the petition.

Sec. 2. The dues of this Order shall be not less for each member than the amount required to be paid into the treasury of the Grand Division by a Subordinate Division, and shall be payable semi-annually in advance.

Sec. 3. The charter fee for the establishment and institution of a Subordinate Division of the Order, which must invariably accompany the application, shall be \$10.00, and for an additional \$10.00 such chartered Divisions shall be furnished with one charter, eight rituals, one seal, fifty copies of the Constitution and Statutes, one Reed's Parliamentary Rules, one ledger, one Secretary's receipt book, one Treasurer's order book, twenty-five petitions for

membership, fifty notices for dues and fifty notices for meetings.

Sec. 4. For every person admitted as charter members or initiated into the Order or reinstated to membership, the Subordinate Division shall pay into the treasury of the Grand Division fifty cents.

Sec. 5. There shall be a semi-annual per capita tax charged the Subordinate Divisions, and the same shall be remitted to the General Secretary-Treasurer as the members pay their dues.

S. W. HILLER,
Sta. B., Philadelphia, Pa.

GOVERNMENT OWNERSHIP OF THE TELEGRAPH.

From time to time I have seen articles in *THE TELEGRAPHER* from our members in regard to government ownership of the telegraph, but most of them seem to have just touched the subject lightly.

I am in favor of this move and I believe every intelligent member is, had he the time and inclination to look into the matter. Still others seem to lose sight of the benefit to be derived from such legislation.

One thing is certain. To bring about government ownership, it must be done through our Organization, as our "political schemers" will never consent to this, as they desire above all things to be the lap dogs of capital, as it's a well-known fact that capital controls our government, and elects our representatives.

What does government ownership mean? It means that every postoffice has an operator, but it does not mean their wages will be cut to the pay of fourth-class postmasters, as some argue. Did you ever hear of the government cutting wages? It means instead that the wages will be raised to the standard of skilled labor.

It is a fact that an operator employed in a fourth-class postoffice would be required to perform the duties of postmaster, but how many of our members would not prefer this to rustling freight, baggage and express? In offices of the higher classes,

would be employed any number of men, and at eight hours per day. In fact there would be no limit to the men employed, you might say, as the government don't do business for profit, therefore would make the rates so reasonable that nearly all our business men and newspapers would transact their business by wire in preference to the mail. Business would be increased a hundred-fold.

Who of the operators would not prefer work in the central part of the city in a postoffice, than in a little smoky depot a mile or so from town at \$30 to \$50 per month, that being the average?

Instead of having messenger boys from ten to fifteen years of age, and at salaries of from \$5 to \$10 per month, would be employed message carriers, who are men at the salary of mail carriers, which range from \$600 to \$1,000 per year, with no responsibility attached to the operator as to the correct delivery of messages.

By the government owning the telegraph would not mean less operators in the railroad service, to any great extent, but at most of the smaller stations this would mean two positions instead of one.

Neither would this reduce the labors of our Organization. They would find a great amount of work in keeping our politicians in line, and who of the Grand Officers would not prefer this, rather than to face the president and other officials of the telegraph companies, who have only their selfish interests at heart? It is true that the politicians have selfish motives, as well as the capitalists, but as their future depends on the will of the people, they are more easy of control, and a labor organization such as ours could accomplish untold good in this direction.

Some of the members there are who would laugh at such an idea as government ownership of the telegraph, just as they do at government ownership of railroads, but let me ask such, if they would not willingly exchange places with the mail carrier, with his eight hours' work and \$600 to \$1,000 per year, or with the railway mail clerks whose day's work averages six hours, and salaries from \$600 to \$1,500 per year.

Not only this, but mail carriers are graduated in the matter of wages, \$50 being the average for the first year, and the second year \$84—always \$84 after the second year. Who would not stay with a company that would increase wages as the employe grows older in the service? While we may work all our lives for private companies for on an average of \$50 a month, with the prospect of wages being lowered in place of raised. Therefore, there are two incentives in way of wages to be considered, one is length of service, the other grade of positions.

I have heard others object to the government owning telegraph lines, as it would necessitate taking an examination. Now for me if I thought I could not pass an examination of this kind I would stop telegraphing right now. If you are not fit to be employed by the government you are not certainly fit for employment by a private corporation.

There is an article in the *Locomotive Fireman's Magazine* for July entitled "Government Ownership," which I wish every member of our Order could read. It goes into every detail of government ownership, and is very instructing, and its arguments indisputable.

I, for one, would like to see this matter taken up by our Order, not as a political issue, but from a business standpoint, for the benefit of our members. I believe in two years' time, by diligent work we would be able to place the telegraph lines in the hands of the government for the benefit of all, not the favored few.

What say you?

Yours in S. O. & D.,

CERT. 754, Div. 49.

EXPRESS COMMISSIONS.

I have noticed several articles on the subject of "Express Commissions" lately in THE RAILROAD TELEGRAPHER, the writers of which seem to be inclined to condemn the express company and would evidently prefer not to handle express business. That feeling may be all right in certain localities

where there is an excuse for it, but we in Florida think quite differently. In many instances we get as much commission from the express company as we do salary from the railroad company, and sometimes even more than that. It is very seldom that we draw less than \$100 per month from the express company during the season of heavy business from the vegetable and fruit districts, and I have known of one agent who drew as high as \$600 from one month's commission on his express business. Of course such figures as that are not maintained all the year round, but we can count on five or six months of good business out of the year. The balance of the year we have an opportunity to spend what we have made. I think the agents in Florida would prefer being paid a commission to a regular salary from the express company. The fact is, that everything is running smoothly and we have no complaints to make.

CERT. No. 2452.

FROM WEST VIRGINIA.

I wish to say a few words in regard to an article in the July number, headed "From Michigan," commenting on S. W. Hiller, who is always wanting the Constitution changed, etc. I think that if more men were of the opinion of the man from Michigan the times would change rapidly. How many men (railroad men at that) know anything about Senate Bill No. 1770, and Senate Document No. 53? It certainly will do no harm to know about them and read them through. I advise every man to write to his Senator (if he can find out who he is) and ask for these documents. They will cost you nothing; also we should stop reading capitalistic papers and read labor papers. I recommend the *Appeal to Reason*, Girard, Kan., 50 cents per year. I have sent out over 400 of Bro. Wayland's cards, which promises Bellamy's book, Equality, for each ten 3-months subscription. I have received letters from the brothers saying they hoped I would get the book, etc. I have to smile. I wish to say I have received two copies of this volume and have put them to good use. Also thank the

brothers for their help, if they did get it wrong.

I would like to publish a letter received from California from our glorious union leader there, in regard to this paper, and may at some future date.

If our government promised and guaranteed to every man (that wanted it) a job of eight hours a day and \$2 for that time, as they do in New Zealand, if I am rightly informed, it would be more to the point, and not only that, but every man that has been on the island twenty-five years, and is over 65 years old receives a pension of \$5 a week, or \$20 a month, and with flour at \$2.50 a barrel, that is (with his wife's pension) over \$80 a month. But if that was to happen here some operators would fall dead, for that couldn't be, you know, visionary, etc. However, this would solve the express, W. U. Telegraph, signal lamps, pumps, baggage and the union label, and all other questions.

No amateur must look at the heavens, observe the stars or study chemistry. It don't pay, you know, and where *everyone* is provided with telescopes and microscopes there will be "lack of incentive," and of course no discoveries. Nit.

When man comes to think of it, it is queer that anything has been discovered at all. I would like to know just how many millions Mr. Morse made out of his invention. Of course, if he did not make anything he would not have discovered it, you know, and as every man gets the fruit of his labor under this capitalistic competition we live under, of course Mr. Morse got it: all and the poor W. U. Tel. Co. is nearly bankrupt on this account. Some people can't see a thing at all, though I entirely agree with Clinton Bancroft in every respect and the man from Michigan.

W. C. GOODWIN.

EXPRESS COMMISSION.

I have read an article in the July number of THE RAILROAD TELEGRAPHER, signed Certificate 3305, and regard the arguments contained therein with great favor. The fact is that the writer expresses my views

to a nicety. I would also like to call your attention to the article Cert. 284, Div. 23, on Page 571, in the same number. If the brothers will notice this member's figuring, they will be impressed with his wonderful knowledge of mathematics. With the kind permission of the editor, I will endeavor to add a little to the information already given in regard to the express business.

One night about two years ago while I was at home and in bed, burglars broke open a window to my little depot and stole all the express goods on hand, which consisted of one package of the value of \$8.50. The shippers presented the claim to the company for this amount, and the claim was sent to the superintendent and was returned by him to me, but to my surprise it came to me in the form of an expense. I declined to receive it and returned the letter, but it soon came back with a note attached, saying that I would either pay this amount or quit. Well, I paid it because I have to work for a living and did not want to go and hunt for another job. Previous to this I did not know the wonderful influence that the officials of the express company had with those of the railroad company. My commission at that time amounted to the enormous sum of \$2.50 per month, or thereabouts, so that you will be able to see from this what a small income I enjoyed in comparison with the immense amount of responsibility that went with that position.

Another case that I heard tell of that might justly be termed a grievance was as follows: One of the agents at these little way-stations, when our new revenue stamp law went into effect, received from his superintendent a lot of revenue stamps, for which he was expensed. A letter accompanying the expense said that he would get his money back as fast as he sold them to customers and when his stock run out to order some more from the superintendent. The agent had the good luck to find a ready customer for all the revenue stamps sent him, and he wrote the superintendent that he had disposed of the whole lot and got his money back, and not to send him any more, as he had no use for them, and that

he did not like to invest so much of his capital in dead stock. Brothers, we want to get these conditions changed so that an express agent may be treated properly, and to do this it is necessary to set forth in a temperate and proper manner all the wrongs, grievances and indignities which we are now made to suffer at the hands of these express companies. Probably until this subject was aired in *THE RAILROAD TELEGRAPHER*, there was not an official of an express company who knew that their way-station agents had just cause for complaint. But it is different now, as a great number of express company officials read *THE TELEGRAPHER* and learn from its columns truths that they had never even dreamed of.

CERT. 2219.

FROM CUBA.

As there seems to be no one else in Cuba that cares to let the members in God's country know where we are, I will venture a few notes from this end of the island.

There are two kinds of fever that decimate the ranks at present, one is yellow fever, the other home fever. We are short of good operators just now, in fact, they are as scarce as hen's teeth. The telegraphers around this part of the island are as follows:

At Gen. Lee's palace we find Mr. Thompson, formerly of the Jersey Central, and Hooe, days, with Twigg and Fletcher, nights. Bro. Hooe has just returned from Guanabacoa.

At the Cable office in Havana we find days, Mr. McGann, manager, and Oprs. Perry, Bloodworth, Steickenburg, Southwell and Steele. At night Dr. Tanner, as chief, and Oprs. Cate and Smith, the latter a new arrival from New Orleans.

At the palace of the Governor-General we find Mr. Crowley holding down the day trick. He says this is the warmest office in Cuba, and from the looks of business we see piled around him we judge that he has no snap.

Mr. J. A. Armstrong, formerly of the Katy, and later First Sergeant, Signal Corps, Santa Clara, has embarked for South Africa with a party of gold hunters.

It is said there is every prospect of the boys meeting with success. We wish them luck.

On June 1st, Chas. S. Sherwood, first-class Sergeant of the United States Signal Corps, on duty in the telegraph office at Havana, died of yellow fever. Bro. Sherwood was an old-timer, who formerly worked in Chicago with the Postal and Western Union Companies. He leaves a widow and little daughter to mourn his loss; also his brother, Mr. Frank Sherwood, of Chicago. The Signal Corps boys and the telegraph fraternity in general on the island extend their heartfelt sympathy to his widow and brother.

Another sad case was that of Bro. J. C. Sutton, formerly of the Southern Railway, who died at the military post hospital, Columbia Barracks, on June 29th. He had been chief clerk to the Chief Surgeon of Havana, but had only been in Cuba a short time. I am unfortunately not able to say the nature of the disease that carried him off nor can I say where he was located on the Southern Railway.

Yours fraternally,

A. S. HOOE.

EXPRESS COMMISSIONS.

This is a subject that needs airing, and a radical change in the rules governing the compensation of the agents who are also railroad agents, cannot be agitated too much.

The writer's experience is that the express company will by some means or other manage to obtain back the amount paid us in commissions, usually in a couple of months from the time we make each monthly settlement. The most common practice is where way bills received with shipments have been messenger's over bills, to which the agent after careful examination for marks indicating expense charges, adds charges from point of origin to destination according to the shipping office sticker, and reports the bill as an over with charges added. In the course of from three to six months agent will receive a letter from the auditor or superintendent of the express company, attached to a regular bill with expense charges and our charges, and a request as

to why you did not report this bill, and to advise how the charges on this bill have been accounted for. When you have explained that shipment bore no expense marks, and that you collected according to rules and added charges to over bill, you will then receive an expense to cover the expense charges on regular bill.

You cannot, of course, ignore this expense, for you are under bond, and such a course would render you liable to that favorite revenge of corporations, "black-listing." This is one of the favorite methods of getting back your commission.

Another method is to expense you for over weight on your prepaid shipments, though the express company furnishes neither scales nor truck and your scales are in the freight house several hundred feet distant, and probably on the other side of the track, yet if you bill a package five pounds under weight you receive an expense for it.

Repeated requests for sufficient tools to do your work properly fail to elicit any reply whatever, yet when your money order business is one order less than same month of previous year, the superintendent will return your comparative statement with this notation: "Why no sales? Get out some advertising and do some money order business." The above quotation is taken verbatim from a statement received by the writer.

It has, in fact, been my experience that the qualities usually supposed to be inseparable from a gentleman, and especially in an official when addressing a subordinate, are totally unknown to an express company official. It seems hard to determine whether the nature of the express business precludes the possibility of its officials possessing the qualities of gentlemen.

One word about the bond business. The writer is bonded in a bond company, of which the president of the express company is president. The first year in their service I was expensed for the bond premium on April 1st for the ensuing year. The next year the assessment came on March 1st. At this rate in eleven years I

will have paid bond premiums for twelve years.

The writer made what might be called a stiff kick to the superintendent of the railroad against paying bond premium, but received no reply.

I handle about \$30 worth of express business per month, but must pay premium on as much bonds as those required by the railroad company whose business amounts to about \$1,000 per month, and while the railroad rate for bond in the sum of \$500 is 73 cents per year, that of the express company is \$2.40 per year.

Let us agitate this matter until we get some relief, and let us have it incorporated in every schedule we obtain with railroad companies, that it shall be optional with the agent whether or not he shall handle the express business. I, for one, would rather do without the commission I receive than to handle their business, which, though small in results, is about half of my work.

CERT. 337.

LICENSING RAILROAD TELEGRAPHERS.

With proper efforts on the part of the O. R. T. and through the Committee on State and National Legislation of the Grand Division, it does not seem to the writer to be impossible to secure the passage of state and national laws, which would greatly ameliorate the condition of the railroad telegrapher and at the same time safeguard the public, as well as the employing corporate interests.

With full and perfect organization we would perhaps not require the aid of legislation, and might be in a position to negotiate our own terms. This, for various reasons, seems to be a condition for the railroad operator, which is to be realized in the depths of a far distant future, if at all. What would be the predicament of a large railroad under circumstances and conditions as recently existed on the Southern and under existing conditions on that road to-day, were there a law prescribing a regular examination in telegraphy, and the technical part of railroading which the operator engaged in that service must un-

derstand, in order to intelligently and efficiently perform his duties? Failure to pass such examination, prohibiting the corporation from employing, or the applicant from accepting employment until such time as he becomes proficient and capable, and held the necessary evidence of such qualification—his license? Methinks the many students, tramp operators and irresponsible men who flocked to the Southern standard would have found rather slim picking, and our chances for success in bettering ourselves and increasing the security of the traveling public would be greatly enhanced. As a correspondent recently wrote, the doctor and lawyer possess one of the most perfect organizations in existence, but I would say they both are protected by law in their rights. It matters little how well versed a man may be in the law or how well posted in medicine. He must be a member of the "bar"—the lawyer's trade union—before permitted to practice, or must hold his diploma as a graduate of medicine before accepting fees or prescribing for patients. The marine engineer must be licensed. The master of a vessel likewise must pass an examination before assuming control of his ship. In some localities even the stationary engineer is compelled to secure a license exhibiting his capability to perform his duties. If these people are regulated by law in the following of their respective professions, why should not the operator—the man who is compelled to possess a clear brain and understanding while on duty, in the majority of instances twelve hours out of the twenty-four? The man on whose skill, reliability and understanding depend the safety of untold numbers of human lives as well as fortunes. Instead of there being laws regulating his hours of labor, understanding of the technical part of the business he follows, and providing the means for an adequate test of his ability to perform his duties properly, the whole matter is left in the hands of some slave driver with the title of superintendent of telegraph, or chief train dispatcher, who in case of emergency will force his men to "double up," thereby depriving them of adequate

rest, place inexperienced men in positions of great responsibility, trusting to luck that no accident, or worse, results. In fact, he is at liberty to jeopardize the safety of property and human beings and is responsible to no one, except to the extent that he cares to protect his own position by testing applicants after a fashion of his own.

Prejudice, favoritism and all their attendant evils would be obviated were there proper laws in force governing our profession. We should use every effort to secure a licensing law and when securing it, see that there are provisions in it calling for appointment of inspectors, empowered to enforce it and requiring the operator at work to produce his license for inspection, also providing penalties for employing men unable to show a license. In this way the business would become more exclusive, students with no experience in railroading or telegraphic work would be shut out. The commercial operator, while he might be proficient in telegraphing, but who has no understanding of the technical part of the work, would be unable to secure a foothold in railroad work. Just here I should like to say that it is from students that the corporations recruit their forces in case of trouble.

The student must be eradicated by absorbing the teachers, and while speaking on that subject I must say that the tendency of a great many members, in their endeavor to break up a "ham factory," of casting personal reflections and attempting to rawhide the non-member into the Order, is just the means—the very best means they could employ—to keep the said "non" out. Diplomacy must be used in such cases and not force. I was a "non" once myself, and the very tactics I speak of kept me from joining. Still while a "non" I was in everything but actual membership, strictly O. R. T.

It requires but little experience in our line of work to make a man realize wherein we are weak, and that our lot is not a bed of roses with nothing to do but enjoy the aroma. Our grievances are many and our opportunities of improvement few,

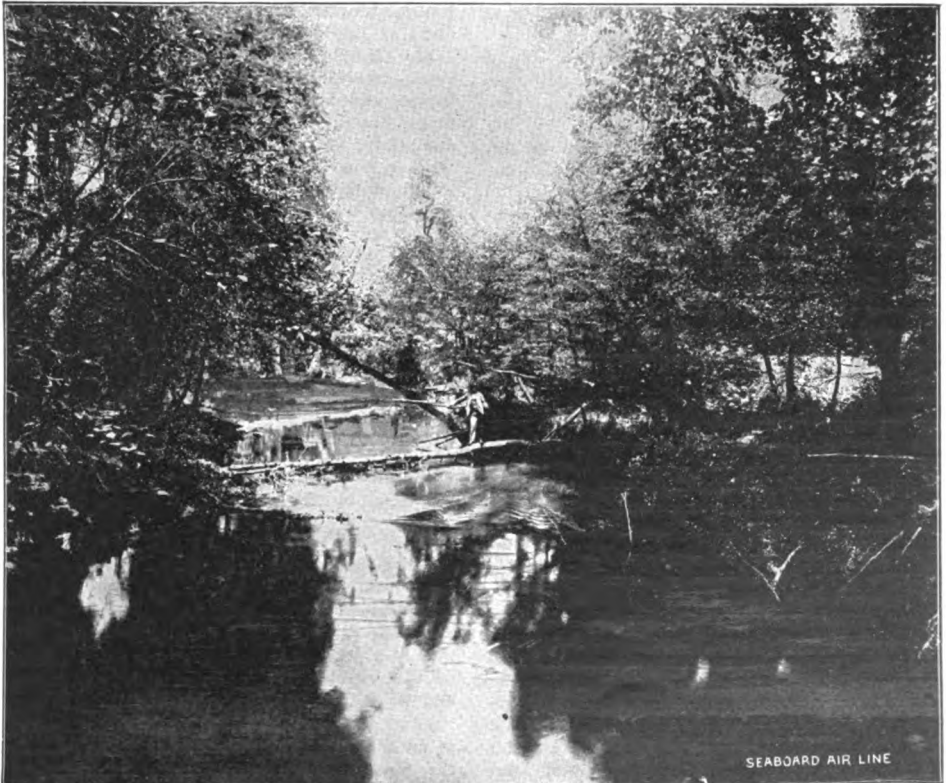
therefore, I say let us single out some one question and make an issue of it as a body, something that will better our condition, not for a few individuals, but as a class, an organization, carry it to a successful conclusion and then take up another and do likewise by it. We are strong enough as a body to create and pass legislation providing we act intelligently. I could name an organization, which in 1899, with a membership of but 487 in the United States, successfully put a bill through the National House and Senate, and while our membership is not limited, this organization I speak of limits its membership to cities with five or more lines of railroads, or with three roads and 50,000 population, cities like Chicago and New York having but 24 and 55 members respectively. If they could do this, why not we?

This license question is of utmost importance. Agitate it in the local Division

room, ascertain the sense of the local Divisions on it, instruct your delegates to Grand Division to bring it up for discussion and action. Have the matter referred to the Committee on Legislation, state and national, and let us see if we can not get it in shape to do us some good. It seems to me action along these lines would do more good toward opening the eyes of the "nons" and teachers of students than the rawhiding tactics now so much in evidence. Show them that the Order endeavors to better the condition of each individual, no matter where located, or whether in strong or weak territory. Prove this to them conclusively, and then they will see that in union there is strength, and come in out of the wet.

By all means let us have the licensing of railroad telegraphers, if it is a possible thing, and it is.

"LICENSE."



RIVER VIEW IN "LONGLEAF" TRACT, ONE MILE NORTH OF VASS, N. C.
(Courtesy, Seaboard Air Line.)

FRATERNAL

Truro Division, No. 66.

June and July number of our journal has been received and nothing about Division 66. What is the matter, boys? Wake up.

Quite a number of changes have taken place among the boys since we wrote last. Bro. Noble, our worthy President, who has been on the sick list, has fully recovered, and once more is holding down his old position, that of local dispatcher. All irregular trains and light engines between Halifax and Richmond are moved on orders given by Bro. Noble from North Street Station.

Opr. Fred. Clarke, who relieved Bro. Noble during the latter's illness, has returned to his old post, pounding brass at Deep Water.

Bro. J. J. Ryan has been transferred from Richmond (nights) to the Truro Despatching office. Bro. Ryan is a worthy member of Div. 66, and the boys congratulate him on his promotion. Opr. Goudge succeeds Bro. Ryan at Richmond.

Bro. J. D. Leary, "A," is looking fine.

Opr. G. L. Roulston is doing the "owl" act at Stewiacke, Bro. Fred. Dickie having been transferred to the freight depot at Truro.

Bro. K. Ross Douglass, who has been in the Moncton despatching office for some time, has been transferred to the Truro office.

One of the most up-to-date telegraphers of Div. 66 is Bro. J. J. MacLeod, second trick despatcher in the New Glasgow office, there being eleven (11) telegraphers employed at this point. J. J. M. is the only man we know of who carries an up-to-date card. After the organization using every effort possible and has been successful in getting back the six hour trick for some of these men. Surely they will try and do something for the Order in return.

We are very glad to inform the Division that some of the boys on the Eastern Extension are beginning to fall in line, the correspondent receiving five applications last week. They are H. Cummings, "FR," G. B. Bruce, "OX," J. E. McDonald, "JR," A. F. Fougere, "Q," P. McKenzie, "HW," and more to come. Cheer up, boys, good times ahead.

The annual meeting of Division 66 took place at Halifax (North Street Depot), on July 17th. After the regular transaction of business, Bro. Forbes called for the election of officers for the ensuing year, which resulted as follows: President, A. W. Noble; First Vice-President, W. A. King; Second Vice-President, W. E. Simmons; Secretary and Treasurer, Geo. O. Forbes; Marshal, L. C. Lynas; Inside Sentinel, J. J. Hamilton; Outside Sentinel, W. A. Harris.

In closing we may say that we are to be greatly strengthened by the D. A. Railway Telegraphers coming under the banner of Division 66. An organizer will start out to interview the above named Knights of the Key who have already forwarded a petition to Bro. Forbes for admission into the O. R. T. With good wishes to all the Brothers,

I am yours in S. O. and D.,

W. A. K.,
Div. Cor.

Northern Pacific Railway.

While moving his family from Salt Lake to Helena, Bro. S. J. Kelly, organizer and member of N. P. System, Div. No. 54, met with a great misfortune in the wreck of Montana Central train No. 24, between Woodville and Elk Park on the night of July 3d.

Bro. Kelly's son, John Leroy Kelly, aged 7 years, was killed. Bro. Kelly had two ribs broken and his wife sustained injuries in the back. Their little girl, 2 years old, miraculously escaped injury. They were taken back to Butte and are now in the hospital. The body of their son was taken to Dillon, Mont., where Bro. Kelly has relatives, for burial.

The members of N. P. System, Div. No. 54, wish to extend their heartfelt sympathy to Bro. and Mrs. Kelly in their great bereavement, and sincerely hope for their rapid recovery from injuries sustained.

We wish to thank the Brothers in Butte for the assistance rendered to Bro. Kelly and his family, and especially to Bro. F. G. Fletcher for advising us of the particulars in the case.

Yours in S. O. and D.,

G. A. RUSMICK,
Div Cor.

Yellowstone Division:—

There are many changes on this Division, new men coming and going continually, leaving more of the positions filled by Order men than at the beginning of the year. This shows the way the tide is setting. The men that are joining with us now can be depended upon to stay with us, and it seems to be the general desire amongst the "nons" to come in out of the wet, and belong to an association that is not only trying to help the members individually, but has also for its aim the protection of the employer's interest as well.

It has been a hard struggle for the old members in the past to place these matters before the employers and have them understood, but we are slowly, but surely gaining headway, and I think that in the near future, when all is better understood, that we shall see the employes and employers on the different lines of railway throughout the country working mutually for each other's interest. There should be no reason for strikes, and amongst employes as intelligent as those belonging to our Order, arbitration in all cases should be the means of settlement. It is a pleasure to note the interest that is beginning to be shown by all of our profession.

CERT. 42.

Montana Division:—

The "nons" on this Division are coming in rapidly, and we believe that the day is not far distant when it may be put down as "solid O. R. T." Of course, there are a few back numbers we have doubts about, but we believe that they will wake up when they see they are alone among a big crowd of O. R. T. men.

Here is a question for the "nons": Why is it that the boys over on the O. H. are getting \$67 for the same service we are getting \$55?

The Northern Pacific is doing an enormous business, and in spite of the serious crop shortages in the Northwest, rumors of "retrenchment," etc., it is a fact that the earnings of the road for the current year will show an increase of 33 per cent over 1899. There is no reason why all the employes in the telegraph service on the N. P. should not come together with a view of securing a better schedule.

The new men that are coming in on this Division are either O. R. T. men or they want to join as soon as they get a "stake," a fact which speaks well for the future of the Order on this road.

CERT. 1867.

Plant System.

Fourth and Sixth Divisions:—

Griffin is holding down Haylow, Ga., joint office.

B. L. Stevens is still in Alexanderville.

R. B. Whitfield has relieved C. M. Frink at Bakers Mill.

B. F. Lennard is back at his post as agent at Jasper after a severe spell of fever. Jasper was represented by O. A. Warley during Ben's sickness.

Miss Alice Kight has returned to Suwanee after a month's vacation.

P. P. Wood is agent at Live Oak, and is ably assisted by Opra. Calloway and Griffin.

Browell has relieved J. W. Hillhouse at McAlpin.

R. E. Kemp holds down Branford to a finish.

D. E. Martin is agent at Ft. White with M. A. Thomas as operator.

B. B. Stroit is agent at High Springs Transfer.

Stevens at Newberry; E. M. Osborn at Archer;

Hoys at Morriston; Beitch at Mont Brook; Willis at Williston; G. W. Nevill still at Juliette; D. B. Kibler at Dumellon; E. Y. McMullen at Hartshorn; P. M. Tyler at Inverness.

Williams is back at Floral City after a month's outing with his brother, agent at Istachatta.

F. I. Archibald turns the board at Fitzgerald.

F. L. Veal acts the gentleman agent at Trilby, assisted by Opra. Goodwin and Guthrie.

McCutcheon is still holding down Dode City, while W. M. Redding is at Richland.

H. M. Peers is at Alochua; B. W. McMullen at Hague; J. A. Goodwin, ticket agent at Gainesville; J. N. Strobhor, freight agent at Gainesville; W. E. Wood, operator Superintendent's office, Gainesville; J. Bunyon Smith, operator freight office, Gainesville; W. P. Ellett, agent at Rochelle; S. P. Turnbull is the "owl" at Rochelle; J. N. Craig can't quit Micanopy; A. M. Findley is at Tacoma; J. P. Hester at Evinston; J. A. Murrell at McIntosh; H. C. Chambers at Orange Lake; Kirby Smith at Citro; John Wilson is back at Reddick; Robarts at Kendrick.

Huber is still stamping tickets at Ocala Depot.

Miss Jessie Maughs is operator in the Ocala House.

Oscar Smith in the freight office at Ocala.

Charlie Quick is agent at Candler.

Will Croom is agent at Leesburg; W. E. Moore, operator.

C. A. Gladden, agent-operator at Eustis; Jos. Harper at Astor; Hal Young at Centre Hill; J. W. Sheppard at Webster; A. C. Croom at Brooksville, assisted by H. C. Croom, Jr.

CERT. 2452.

Harrisburg, Pa., Div. No. 3.

The Division has made a step which will meet with the approval of all the members, viz., changing the time of meeting from the first Tuesday evening and third Sunday afternoon to the first Tuesday evening and third Thursday morning of each month. This may be an unusual time to meet as the time set for the morning meeting is 8:30, but nevertheless it does away with the Sunday meeting, which was not meeting with the approval of all, and also permits Brothers residing along the Middle Division a grand opportunity to be present, as the trains to and from Harrisburg are suitable especially to those as far out as Lewistown. The first meeting was held Thursday, July 19th, at which it was our pleasure to meet Brothers whom we had never met in the lodge room before, and suffice it to say that the meeting was the best attended one that it has been our good fortune to attend. Now, Brothers, get down to solid work and attend the meetings of the Division.

A system has been adopted by W. H. Balsley, Division Operator of the Middle Division, by which each operator in his employ is allowed his monthly vacation, at a set time each month. To some this arrangement is not satisfactory, from the fact that heretofore it has been customary to

allow the men their time when they asked for it, but under the present arrangement if they wish any time, other than the time set for their vacation they will lose it. Like all new plans there are good and bad sides, but it is thought when the system is once established it will be satisfactory to all.

At a meeting of the Division, your humble servant was elevated to the exalted position of Division Correspondent. In entering upon our duties as such, we wish to say that we will not report the minutes of the Division meetings in these columns, as ample provision has been made whereby each member will be kept fully informed as to the business of the Division, but it will be our aim to present to the readers of THE TELEGRAPHER the news of the Division, and in such a style as to make it interesting. In this work a number of Brothers have been appointed as associates, upon whom we will greatly depend for the news.

On July 4th, Miss Lee, daughter of W. A. Wilson, day operator at Port Royal, had her wrist badly broken by the fall of a bridge at Mifflin, upon which she was standing watching the parade pass.

Frank Fasick, night man at "MI" block station, near Mifflin, has been confined to the house for some time by a severe attack of whooping cough.

Bro. "Billy" Crane is seriously considering the advisability of purchasing a Winchester rifle, as he says, after attending meeting on the 19th, and while at work in the Lewistown Narrows, he saw a large bear come off one mountain, cross the river and go to the mountain on the other side.

Bros. Jones and Boyd, of Cool, are taking a month's vacation which they propose spending in the wilds of Colorado. We may hear some pretty good bear stories upon their return.

Bro. James Rooney says: "Holding down a contractor's office is a snap, but there are too many messages to handle." Come, Jim, remember there is rest for the weary.

Rumor has it that one of our Brothers on the west end is contemplating matrimony in the near future, at which time of course we all smoke "stogies."

LAMUS.

NOTICE.

Present address wanted of R. E. Brandon, formerly of 382 N. Clark street, Chicago; Louis Casper, formerly of 929 N. Lawndale ave., Chicago; C. W. Ervin, formerly of 1634 W. Congress street, Chicago; C. G. Fray, formerly of 162 N. State street, Flat 5, Chicago; M. Finan, formerly of 384 N. Clark street, Chicago; Jos. C. Hall, formerly of 3149 Forest ave., Chicago; Edmond D. Keogh, formerly of 211 Cass street, Chicago; Harry W. Lynch, formerly of 707 Madison street, Chicago; Chas. J. Otto, formerly of 2638 Fifth ave., Chicago, and Mr. E. Phillips, formerly of 10 West 9th street, Kansas City, Mo.

Send to Frederick A. Hallock, 919 Fullerton 10 West 9th street, Kansas City, Mo.

Norfolk & Western, Div. No. 14.

We are not dead, but it does seem that some of us are soundly and serenely sleeping, and the combined efforts of our faithful, zealous officers and Chairman fail to arouse us from our prolonged lethargy.

It may not appear brotherly to many of us to have such grave accusations brought against us, but the sad fact stares us boldly in the face. We are surely not doing our duty, despite the many entreaties from our loyal Chairman, whose whole heart is in the beloved cause.

Many of the boys pay no attention at all to letters, circulars or communications of any kind. They have evidently relapsed into a state of coldness, indifference, and, I am pained to say, seem to be incorrigible. We deeply deplore this sad state of affairs, and do earnestly beg you to come back to the front.

How can we expect our committee to act intelligently, and promote our interests if we are heedless of all their requests? We are in receipt of a very important document from our esteemed Secretary and Treasurer, Bro. H. B. Perham, which requires our immediate attention and action. Now, Brothers, do not keep quiet; express yourselves fully, and instruct your Chairman. We positively cannot afford to defer such momentous matters. We are expecting a few more applications for membership this month. Do try to show to them that you are ever wide awake to the interests of our noble Order. Do everything to encourage them, for we want *all* to work. We do not join our organization simply to hold our hands and let our Chairman and committee do all the work. "The soul is dead that slumbers." If we use every effort and exert every influence we are sure of good results—Victory. "Faith without works is dead."

Since you last heard from this Division, we have had to reluctantly bid farewell to our beloved Chief, Mr. C. H. Hix. By his great leniency and consideration he won the hearts of all those who were employed by him. We feel keenly our great loss, but wish him unlimited success in his new position with the Seaboard Air Line at Raleigh, N. C. Mr. Saml. Nicholson has been appointed to succeed Mr. Hix, and we hope our fair treatment may continue.

Since Mr. Nicholson's advancement, Mr. John Elliott takes third trick. Mr. Steves steps up to second trick.

We are glad to see "JE" in the dispatcher's chair, but I fear some of those "owls" will make him lose all of his religion.

Death has taken from us two of our fellow-workers within the past month, Bro. Gibson, who worked at Dwight, and Mr. Brittle, who held down N. R. Junc. for several years. The company loses two steady, faithful men by their death, and we miss them on the line. The families of Bro. Gibson and Mr. Brittle have the heartfelt sympathy of all the boys on this Division.

Bro. Dick Burk has given up his position as agent at Waverly, and now wanders up and down the "pike" relieving those who have cash enough to take a little vacation.

We have Mr. Woodson as agent at Crewe, vice Bro. Justice, who succeeded "Little Dick" at Waverly.

"Handsome Charlie" Ball has transferred his trunk and affections to Wakefield, where he keeps his eye on the girls and croquet balls.

"Old Billie" Ayers answers up at Low, nights—when he is not asleep. Billie says, "There's only one girl in this world for me."

Messrs. Rawles and Loving made a trade a few days ago, Mr. Rawles taking charge as day operator at Low, and Mr. Loving going to Ivor, nights.

I hear Hunter Branch (the old original) took a trip on the Fourth and had a most glorious time.

Well, boys, there is much more that could be said, but I'll give you a rest. I want to call your attention to the fact that there were very few in attendance at the meeting in Roanoke, June 23rd. Don't let this be the case any more. It shows lack of interest. Let us hear from our regular correspondent.

In conclusion I wish to say a word in behalf of our TELEGRAPHER. It is ably edited and managed by Bro. Perham, and, I think, gives universal satisfaction. He should have our hearty support in maintaining such a high standard and striving to elevate our grand old Order.

"Get back at me," boys.

With very best wishes, I am forever,

Yours in S. O. and D.,

CERT. 220.

Norfolk & Western Ry.

I send for publication in our official organ a piece taken from the *Nottoway Journal*, which is self-explanatory. It is as follows:

Mr. C. H. Hix, ex-chief dispatcher of the Norfolk Division of the N. & W. Ry., was visited by a committee of operators representing all the telegraphers on the Division between Roanoke and Norfolk on July 11, 1900, with presents as a token of their love and high appreciation of his just and impartial dealings with the men on the Division during his term with them.

Mr. R. F. Burke being the oldest agent and operator on the Division delivered the presents, which consisted of a handsome watch chain, a fine umbrella and a solid silver butter dish. Mr. Burke delivered a most complimentary speech with each present expressing the deep regret of the operators at seeing their honored chief leave them. After the presents had been delivered Mr. Hix arose and with a most eloquent speech thanked the operators for their tokens of love for him, and assured them that his success as chief dispatcher had been to a great extent due to the loyal support of the men under him, and thanked them one and all for their faithfulness in the discharge of their duties since he had been with

the Norfolk Division. During the speeches made by Mr. Burke in presenting the presents, and Mr. Hix in receiving them, it was a struggle among all present to keep back the tears, such was the love of the telegraphers for their retiring chief.

After Mr. Hix's address, Superintendent DuBarry and Chief Dispatcher Nicholson each made speeches expressing their regrets at seeing Mr. Hix leave the road, and each complimented the telegraphers for their loyalty and faithfulness in ever seeking the company's interest. Following these gentlemen almost every operator present made an address thanking Mr. Hix in behalf of all operators for his just and upright treatment to the men on the Division, and welcoming Mr. Nicholson as their trustworthy chief, who succeeds Mr. Hix.

Boston & Maine, Div. No. 59.

Wanted—Addresses of the following Brothers:

J. O. Turcotte, Cert. 256, Div. 59.

E. M. Blanchard, Cert. 383, Div. 59.

J. H. Hooker, Cert. No. 390, Div. 59.

H. C. Cutting, Cert. 402, Div. 59.

W. E. Sargent, Cert. No. 403, Div. 59.

R. W. Rogers, Cert. 404, Div. 59.

Anyone knowing the address of the above named Brothers, please notify me.

JOHN C. MILLER,
L. S. & T.

46 Summer St., Chelsea, Mass.

Andover, Ohio, Div. No. 36.

Division No. 36 met at Andover, Ohio, June 28th, at the usual hour and place. Among the events that took place during the meeting was that of the election of a regular correspondent, of which I was the victim. The first thing I always do when I receive my journal is to see what Division No. 36 has to say; but for the past two or three months there has been nothing, and one would suppose that Division No. 36 did not exist. Now for the sake of those who are unable to attend our meetings, I will try and produce something for the journal each month.

The O. R. T. on Division No. 36 continues to grow, and at the present time is in a very prosperous condition; two and three applications are received each meeting; and just now I think there are no ham factories in operation; those "nons" that made this a profession were evidently frozen out and some good order man has taken their places. "We cannot wish them back." We are in receipt of one or two "Old hard heads" that are not in sympathy with us, and do not care to be. We are glad, however, the Franklin Division is nearly solid; only a few of the boys cannot as yet be convinced that they should join hands and protect their fellow men and families. The old familiar cry comes out, "Make a showing and we will join you." My friends, in order to do this, it is necessary that we move together, and that the poor "nons" study the benefit of

organization. We are in hopes that an organizer will be sent over the Main Line, and that every man will consider it a matter of importance, and get in line. Don't be afraid of your jobs, as long as you do your work there is no one that can or will molest you.

Brothers and dispatchers of our Division have had no time to spare so far this season, on account of an exceedingly heavy business in the iron ore and coal trade. Dispatchers in "NY" office certainly deserve a compliment for the good work they have done and are doing on a single track road, and the many things which they have had to contend with, as to the delay in the movement of trains. Boys, we are willing to help you out.

Several changes have taken place since you last heard from us, some of which are so stale I will not repeat. Our Chief, Mr. E. A. Canfield, who has been a very successful train dispatcher for a number of years, has been promoted to car dispatcher, but still retains his title of honor, "Chief." F. P. Calhoun on first trick, E. Mason to second trick, and J. A. Snow, formerly car dispatcher, to third trick. "JR" is doing good work and we all wish him success.

Brother "DE" on 41 wire and Brother "JO" at "JM" seem to be very fiery at each other; it looks to me that each one was trying to do the other. "JO" come out to our meetings and settle it that way, you delay the game on 41 wire.

Brother J. A. Root says he is too heavy for light work, and made a kick for Stoneboro, nights. Joe takes his girl out for a boat ride morning and night, and you ought to take hold of his arm; he says "he can do all of us." Joe likes the gals and has the best one in "FX," so he says; it's no wonder he wanted that job.

Bro. Bonner, of "FX," has taken the day work at Oil City, vice Mr. Williamson, resigned. "BO" leaves home to be with his lover. What do you think of that?

Bro. C. A. Rood moves his family to Andover, where he will reside and do the night work. "CN" has been sick for a few weeks and it has taken some of the avordupois off of him; we hope he will improve.

Bro. Bogar and Yard Master John Burton are one at "BG" days, and Bro. E. J. Thompson has the honor of being night yard master.

Bro. S. T. Riter is doing the night work at "AY."

Bro. Clark Kennedy, agent and operator at Simons is away for a few days. Mr. L. Humphrey relieved him.

Bro. Paisley, who has been working days at the Powder Works part of the summer, is back to his old night job at "WI."

Bro. E. J. Root went from "WI" to "MU," nights, where he will relieve Mr. Cole for a few nights. "DO" can you keep awake any better?

Bro. C. D. Kennedy has recently taken a life-long companion. The happy man and wife left for Toronto and other parts on their wedding tour. We extend to them our heartiest congratulations, and hope their life may be a long continuation

of happiness. Bro. "X" and wife will make Franklin their future home.

Shortage of news prevents me from writing further, so with best wishes to the O. R. T. and Brothers, I will close.

Yours in S. O. and D.,
Div. Cor.

Pennsylvania Railroad.

Mountain Notes:—

Mr. Lego, "night owl" at "SF," spent a few days in Philadelphia a short time ago.

W. T. McCloskey, extra operator, was a visitor at "MO" Sunday, July 22th. Who is she now, "FX"?

A committee of operators on the mountain have written Mr. C. M. Sheaffer, Division operator, Pittsburg, requesting him to co-operate with them in holding a telegraph operators' picnic at Creson, August 16th. It has been many years since the Pittsburg Division operators held a picnic, and we see no reason why they should not hold one every year.

W. T. Rigney, the "big boy," takes S. D. Daniels' place at "MO." Daniels goes to "N" tower, East Pittsburg. "WR," you know your failing? Watch the telephone.

Our old friend, C. M. Rhoads, has been moved again, and will be found holding down second berth at "SF." "VI," you have your share of traveling over the hill.

Mr. Stormer, who has been holding down the embalming board at "JD," takes a few steps eastward, and will hereafter be found winking at the "owls" at "NR." "VN" thinks any old thing will be better than "JD."

Mr. Downes, formerly of "AR," but now in dispatcher's office at "OD," was off Sunday, the 15th. "DW," Coon would like to see you in regard to your wayward ways. "Nuf ced."

All the operators on the hill will be glad to learn of the return to duty of Miss Miller, who has been off for several months. Drop in at "KN," boys. Ice water always on tap.

Mr. Joe Paul is working at "GZ" for a short time. If anybody wants to sport a gold Toosey Woosey call on Joe.

Pap Pickerill, at "MP," says the girls are all pretty, but it is a mystery to him where the ugly old women come from. Get in the band wagon, Pap, and we will tell you all about it.

Ross Gochnour is working last trick at "AO" while R. F. Berkebile is holding down last trick at "C."

Mr. Connelly, third trick man at "C," and Mr. Quigley, third trick man at "NR," are down at Atlantic City. What are the wild waves saying, boys, or did you hear any?

F. W. Roth is now working second trick at "NF." Glad to see you nearer home, Freddie.

R. Robinson is working third trick at "VY" while T. J. Love is holding down same as high priest in daytime. Be careful of hard work, Tom; these are hot days.

Will Fleck, the good-looking operator at "GZ," is studying lung music on the "goat" under the direction of Andy Hofecker and Joe Paul. These famous musicians say Will is a very good pupil if they could only keep him awake.

C. E. Quinley, third base man at "NR," is off enjoying a three weeks' vacation. Mr. Quinley is a stranger to your scribe, and cannot say if he is in the fold or not. We hope to meet him.

We are glad to note the return to duty of Mr. George, operator at "LY." It's like old times, Shorty, to hear your familiar fist in the wee hours of morning.

Mountaineer will now step down and out for a few months to give some of the other boys a chance. We are pleased to state that one of the brothers on the mountain has offered his services for the next few months. Help him out, boys, all you can and let us work for each other and the best interests of our Order. Don't forget the picnic. Nuf sed.

MOUNTAINEER, CERT. 1181.

C. & O. Ry., Div. No. 40.

Rivanna Division—

We are moving steadily onward, brothers. It is true that a few who were once with us have dropped out, but for every one we have lost we have gained two, and we are glad to say that the class of men we are now getting are all good men—men who after carefully weighing the "pros" and "cons" in the matter, are coming to the front with us, and declaring by their words and acts that they believe the O. R. T. the operator's only salvation.

We have no special kick coming over here, unless it is we are not getting money enough, and perhaps a few minor grievances, all of which we believe can be amicably adjusted as soon as we can show our General Chairman the necessity of having our General Committee meet the company's general manager. Bro. Stratton is a wide-awake man, and if the boys will give him the reins and the cash he will accomplish something for us. The general manager of our road is a broad-minded, big-hearted man, and I believe is willing to give our committee a fair hearing, and will then do the square thing. Now, right here let me say to the brothers on the Western Divisions of our road. You who have a fat job and good pay, that are able to give your wives from two to three calicos and a real silk coat every year, and to put shoes on all of your children in winter. Now the presiding officers of our respective and modest little domiciles say they are getting mighty tired of calico all the time, and my little boy even went so far as to say the other day, "Dat he speck he would be big enough to wear shoes by next snow time."

Now, another thing I am after, is why is it that more of the brothers do not attend our meetings in Richmond every fourth Wednesday night?

As you all know Bro. Duncan will get you passes, and if, like myself, you can't afford to lose the time, go down on No. 10 and back on fast freight that night, and you can be back at your post before 7K next morning. The truth is some of you who hold the best jobs on the Division are getting careless about this thing. You may think you are getting as much as you deserve or that your salary is as good as the O. R. T. will ever be able to make it, and you think by gradually dropping out you will save \$8 or \$10 a year in dues, etc. Is this your idea? If so, listen to a little reason and common sense. Don't you know that after our attempting and succeeding in establishing an organization to protect our salaries, that if we get careless and let it drop that the management of the road would be quick to see our position and would soon say, they have tried to organize and failed; that operators were not worthy of consideration when they are too indolent to keep up their own Order. The officials seeing this would soon decide that this class of employees would afford a fine mark for reduction of expenses. My friends, it was not the love of railroad officials for their men that kept salaries up in years gone by, but it was because they were afraid to press down too hard for fear of organization, but now if we organize a system and then let it go down, can't you see that our position would be hopeless. Far worse than before we organized. So brothers, wake up and look this matter square in the face; do not allow a few of us to do all the work. Get a move on yourself or else your salary will soon be growing like a "cow's tail" (down hill). Then you will want to cry out for protection, and there will be no protection for you.

And now while I am quarreling with the boys I am going to whisper a few words to some of our lady operators. First, my wife is away off up in the mountains visiting her ma, and there is no fear of interruption. We have several lady operators on our Division, but not one of them belongs to the Order. We would like for them all to come in. It would give a higher tone to our Order and double the attraction at our monthly meetings. Woman has proven herself man's equal not only in the art of telegraphy, but in all things save manual labor, and the day is past for offering her a back seat, but she is to be given an equal show and she will come forward and, as man's comrade and fellow worker, will help to bring him to a higher social plane and dignify the work with her own gracious presence. We want the C. and O. to be known as a solid O. R. T. road from "stem to stern."

Now as to Division dots, we will get on at Gladstone and come east, and what do we find.

At Gladstone Bro. Ancel and Bro. Ruval, both solid O. R. T., and warm members of the key.

At Greenway Bro. Goodwin, days.

Norwood, we find Bro. Heath, days. There is a new man there nights; have not learned his name.

Next stop, Winyinin, where we have Messrs. Roberts and Winn. I have never met either of these gentlemen at our meetings. Brothers, we must get these men in line. They are too good material to be left out.

At Warminster we find two fine O. R. T. brothers, Taylor and Ward.

At Manteo Bro. Flanagan "OS's" trains, cuts railroad ties, weighs sugar and is general business manager for that whole section.

We will then skip over to Scottsville, where we find Bro. Fox hustling freight and copying orders. He is too busy to talk to us. Bro. Faulkner, his "owl," is in bed, so we move on to Hardware, where we find our chairman, Bro. Duncan, who will stop and talk O. R. T. if he has to open key and break the dispatcher to get time. Mr. Toney is night man there, but he will be Bro. Toney before long. That is if he stays around Bro. Duncan.

Next stop, Bremono, where we find Bros. Ancel and Chewning, both solid as a brick.

At Boswell Bro. Loring, days; Mr. Ogg, nights.

At Columbia Bro. Payne, days; Mr. Amos, nights.

As I am on the board with you, brothers, we will skip "EK" Hill, but simply doff our caps to Mr. Whitelock, who is doubling for me. "WH" is O. K., and will be with us soon.

At Pemberton Mr. Staley, days, and Bro. Rhodes fights the "skeeters" nights.

Am afraid to let you stop at Stokes; could not get you away. "She" is not O. R. T. yet, though she has promised to be a sister to a lot of the boys. Hope we can all call her sister before long.

At Rock Castle we find Bros. B. H. and L. T. Meacham.

At Irwin Bros. Jennings and Hamaker.

Maidens Bros. Hopkins, days, with Mr. Timberlake, nights.

Don't know about the boys at Lee, and if they are not O. R. T. I am sure they soon will be.

At Sabat Bro. Mitchell, in cap and uniform, will give us a pleasant smile and O. R. T. grip. Mr. Callie does the "owl act."

Vinita Bros. Scott and Scott.

Lorraine Bro. Dedwick and Mr. Dunston.

Westham Bro. Meridith and Mr. Binns.

Haxill Mr. Wilkerson and Bro. Urban.

Then into Richmond, where Bro. R. M. Foster and Bro. Ed. Lacy are waiting to receive us with open arms and show us the town.

CERT. 3792.

In re The Scab Route:--

Would like to say a few words to the boys in regard to the boycott on the Southern Ry.

Several of the boys have expressed some doubt as to our ability to boycott this company to any effect, but, brothers, if you could see the number of trains they are handling now in proportion to what they usually handle at this time of the year, you would have no doubt of the effect of the boycott.

Let each and every brother do his part and see that no freight or passenger business leaves his station routed via the Southern Ry. if it can possibly go any other way, and there are lots of competitive lines touching the Southern at all important points. If you have a friend or a dealer who is traveling or shipping freight, ask him to give his business to some friendly line. July is generally the heaviest freight season on the Southern, and if you could only see the few straggling freight trains loaded with company coal and steel rails, and now and then a few cars of other freight, it would make your heart feel glad to know that the boys are not soon forgetting the Scab Route.

Remember the Scab Route as Uncle Sam remembered the Maine, and it will not be long before we can see their flag of defiance hauled down and the flag of peace and victory planted in its place.

The Scab Route has fired a good many of their scabs, and there are some left that the dispatchers cannot trust with a train order. Don't you know the dispatcher has a happy time.

All of the boys that went on the strike April 12th have secured positions with better roads, and I think we can stand the present situation as long as they can. The officials have been over the road lately cutting off section and bridge forces, and reducing the number of men in their freight houses. So never doubt the effect, but remember the Scab Route and give the business to our friends.

UP-TO-DATE MEMBER.

Greenbrier District:--

The second meeting to be held under our regular arrangement, every fourth Friday, came off July 27th, at Hinton, and was well attended. The boys are seeing that it is to their interest to attend to business. Bro. Stratton, our General Chairman, was with us and presided, giving us a detailed statement of the condition of the Division. Bro. Jas. Rushford was in his regular place as our able secretary.

Bro. Dunn, of Hardware, Va., helped us out and gave us some good talk. We did not understand the Hardware part of it at first and thought he was an agent for Carnegie come to sell us "blow-holes," but he is all O. K., and we would be pleased to have him come to see us again.

Bro. Stratton says this District is doing as little in the way of growth as any district on the road, which we can all easily believe, notwithstanding the efforts of our Chairman to hold it in line. We hope it will not be long so, and that those who have pleaded misfortune, etc., will soon inform us that they are as ready as professedly willing to take out O. R. T. naturalization papers once more.

We feel assured that the good men on this District, unaffiliated with the Order, are not mossbacks, and not bat-blind; that they can see

only to walk in the night of a bygone order of things. They are not selfish to shrink from their portion of the load, or being so severely unjust, are not that unwise as to believe the few can bear the burden successfully.

They believe their \$7 per year would be a good investment, because it would lift them up into self-esteem—the honorable pleasure of performing one's duty along with the manhood of the profession; because it would protect their interests at stake to-day and will devise ways and means to safeguard the future. They believe it will be a good investment because it will repay in the future as it has in the past, as it does at present, more than eight times the amount invested in cold cash. I speak of Greenbrier District, its operators, of whom our dispatchers have to say that they are par excellence in attention to business and its prompt dispatch.

Take men deserving such tributes from those to whom they must answer for every minute of twelve hours out of every twenty-four, and you have men understanding a duty's performance, and not neglecting it, once understood.

From such operators we can hope with good reason to build up as excellent a membership as may be found on the System, and put into operation just and equitable rules.

Mills, factories, railroads, combine their capital into a common stock that becomes giant in strength, apparently for the pleasure and profit of being supremely able to crush the life and livelihood out of all lesser institutions. The order of the day is—Combine! It is not to crush, but to keep from being crushed when the trip-hammer has done the work for "all between" the naked lines, that labor should unite and extend its trenches. We are sleepy fools if we do not see and act with decision.

Steam, electricity and ten years are an age. Let us get organized and keep our place in the line—not one halt nor failure to perfect our position. Failing in this, we will merit and undoubtedly receive the contempt of those who look back over the widening distance to the "Chinee" telegrapher, standing still in his tracks, cursing those who have ceased to count him in the category of forces, of things that are—that move and reason.

It may not be so easy, but we can bring Greenbrier up—from the bottom to the top. To this end we must turn our attention.

Attend meetings; it is business.

W.

The Hinton Meeting.

When I saw that C. & O. Div. 40 had the first place in *THE TELEGRAPHER* last month, and more letters than any other Division of like proportion, and that my own letter had proven too much for "Billy, Old Boy," the goat, and had gotten into the columns of our valuable journal, I felt encouraged to try it again this month, and being appointed by the Chairman as

district correspondent for New River District, I presume I should have had to, whether I felt like it or not, so here goes.

The meeting of the Greenbrier and New River districts, held in Masonic Hall at Hinton, on Friday evening, July 27, was one of the best meetings in the history of Division 40, and it did our old souls good to be there. Roll call showed 24 members present, including General Chairman Stratton, and Bro. Duncan from somewhere on the Eastern Division, (perhaps he's glad I don't know,) and if you don't think these meetings are fine just come to the next one and see what you think of it. It has often been said that operators are the most jovial set of people known, and if you had been at this meeting and seen and heard what the 24 that were there did, you would never miss another meeting if you had to walk. Nor was this all we did, either. We attended to a good lot of important business, in a thoroughly businesslike manner, and some of it was quite serious, and should have had more members there to vote on. But I am getting too fast. (I am always "fast," you know). I must proceed in the regular manner and write up the meeting.

At 8 p. m. the meeting was called to order by Bro. Stratton, with Bros. Babbitt and Bryant as assistants. Business was disposed of satisfactorily, (which is not to be "written up" here,) after which our Gen. Chairman gave us an interesting talk on the condition of our Order on the "pike," and when he told us about how rapidly our Division is gaining in membership, there was such a cheering as I never heard put up by any 24 men, and I was afraid we would be "pulled" every minute, then I thought of the two small policemen the town has, and that they could never "pull" us 24 *big men*; then I yelled too, and if you will only think of it, we have something to feel encouraged over, when we think of the rapidly increasing membership.

Last month we were working, writing and talking up an attendance for the meeting, and while our efforts brought forth much fruit, there were still more who could come, and right here let me say, we want you, yes, *you*, at the next meeting, and if you don't come we shall know it is your own fault, and know, also, what a fine meeting you are missing, but you won't if you are not there. Call up Chairman Babbitt at Hawks Nest, or Bro. Holt at Jerrys Run and tell them to put you down for a pass, and come right along and get in the "push" and see if these fine meetings are not all they are represented to be, and *then* some.

Did it ever occur to you, who do not attend these meetings, how you would feel if you had a personal friend whom you had given sixty or a hundred and twenty dollars per year for six or eight years, and that friend (?) had never manifested any interest in you whatever, had made no inquiries as to your health, and to all appearances cared absolutely nothing about you as long as they got your cash? Now, the O. R. T. has given some of us \$360 and some still more, and if you

can't give your presence at the O. R. T. meetings, and your influence for the Order's good, you are meaner than I thought you were, and I think a great deal of the "rawhiding" given by "Div. Correspoent" of Eastern Division applies to such as you, and now, while every meeting is getting better, and strengthening our noble Order's membership, why can't you come and make it *one more*? And you "nons," too, this applies equally as well to you. You need the O. R. T. and it needs you, but not so bad as you need it. There O. R. T. has done more for you than you can ever do for it, but that is no reason why you should not join it, and do all you can to atone for past sins, and the sooner you start the sooner you will have a conscience that will allow you to look the O. R. T. boys in the face and say "I am sorry I was so bad, but now I will stay with you." Be men! Don't be satisfied with existing as mere "excuses." Come in and let us stand as one man for the betterment of our condition, the uplifting of our profession and the elevation of all humanity. The O. R. T. is striving to all this and more too. You can help by doing your part if you *will*.

Your correspondent was instructed at the June meeting to be sure and tell you that Mr. J. J. Holt of Jerry's Run is the proud possessor of the title of "Pap" now, but I trust that Bro. "Ho" will excuse the omission of this important piece of information from my report for June, as it was my first effort, and I was very much "rattled" and forgot it entirely. I was sorry I left it out, and am sorry yet, but you all know how you were "rattled" that night you took your first "9" after you had summoned nerve enough after so long a time to answer your call at all. Being rattled did it all. Hope "Ho" will not feel slighted intentionally, and that he will extend my excuse to Mrs. "Ho" and "Ho" Junior for me.

Nothing has been said for some time as to the occupants of the several offices on this district. Below is a list of offices and operators. Commencing at "H" office we have M. A. Boland, C. C. Knapp and H. H. Morris, for whom we recently gave "the hill," J. D. Germer, J. H. Ford and D. A. Vowles, and gave some "boot" too, but we promised not to tell how much.

Hinton Yard—A. Wilson and L. S. Ford answer the 'phone and take consists and keep tonnage report.

Brooks—Seymour Meadows and wife nights and days respectively. There is also a "little Meadows" there. Don't know what he signs, as he is a new man on the road, and looks just like his "Pa." Most of us smoke "Q."

Sandstone—M. N. Gwinn days, Bro. Allen Tom. Cornelius Bragg, nights.

Meadow Creek—Bro. Dave O'Connor, regular day man, gone fishing, relieved by night man "Robbie" Hutchins, with W. B. Chapman from "TK" working nights.

Glade—Red hot O. R. T. nest. Bro. J. L. Pope, agent; Sister J. E. S. Monroe days, and

Bro. J. A. Gallagher "carding 72's" and playing the violin at night.

Quinnimont—Both new men. Messrs. Desler and Taylor. Bro. John "Spud" Wickline could not stand the interlocking levers and fried potatoes, and went to Ronceville as yardmaster. Neither could Bro. Bragg and he went to Sandstone.

Prince—G. H. Spingler days and Bro. O'Key Reed nights. Glad to see you relieve that plug who kept a student "R.," and there are more glad besides me.

McKendree—Bros. J. M. Smith and T. S. Melton ring bells and "OS" day and night; good boys, too.

Buffalo—Bro. Tignor, late of "The Hill," days, and C. R. Farmer nights. Any "hay," "C. F."?

Stone Cliff—Two new brethren from the scab route, at present. Don't know your names, boys, but we are glad to see you on a "white" road, where the officials are not only human, but all first-rate gentlemen.

Thurmond—Bros. Daly and Hill "do about" on main line and take Loup Creek "OSes." Hot job, and hot boys.

Fire Creek—Bro. F. H. Leach days, and C. Leach, (no kin to F. H.,) nights. This is no pudding, either. Calling "Du" and "ED" all time and carding everything on "Eng. 33".

Sewell—W. L. Knapp days, and Bros. D. E. Smith nights, supervised by Bro. E. L. Boca, yardmaster, agent and "general head push".

Nuttall—Bro. W. G. Pine, agent; Sister G. R. Diefenbach, days and "Jonny Baldwin Ball," nights.

Fayette—Brellahan Bros. and Miller run the "joint," and all red-hot O. R. T.

Hawks Nest—Bro. L. B. Babbitt and his boy have all they can do and more too.

Cotton Hill—Bros. J. E. Huston and Pat Rogers still there, both great "ladies' men," too.

Ganey—Bros. L. C. Hanchins and O. L. Morris fix clocks and umbrellas, and handle F. & O. C. Junction message work. Hot work, too, but these two are equal to it and then some.

Kanawha Falls—R. D. Vest, agent; night office closed, and it had just as well stay that way if "G" is to work nights.

Deepwater—Bro. A. L. Settle, agent; no night office since Wilbur Smith left.

Mount Carbon—Bro. W. W. Ballard, of the Grand Division, agent, and Bob Cobell nights.

Eagle—Bro. W. F. Campbell, agent and operator, and as to his O. R. T. standing, everybody knows he is all right. We are sorry he is situated so he can't get off to attend meetings, account no night man and too much work.

Hondley—Bros. Willis and Dinkle work with two sets of dispatchers and have a hard old job.

It would never do to leave out "Hx", office at Hinton, where Bros. "Jim" Rushford, Jesse Jones, and "Willie" Graybill hold it down anyhow—all of them "warm" boys, "*especially at being ladies' men.*"

CERT. 240.

M., K. & T. System, Div. No. 22.

Bro. F. E. Daniels, formerly night man at Wagoner, worked as agent at Mineral, Kan., for a while, but is now located at Leliaetta.

Bro. L. R. Franse has been transferred from marker, nights, to Wagoner, nights.

Bro. T. H. Shaw has the sympathy of all the boys in the loss of his mother.

Bro. W. C. Vought, formerly of the G., H. H., at Webster, Tex., is now working for the Santa Fe at Wilder, Kan.

Bro. Bruce Sanford, of Atoka, worked a few nights at Muskogee in the absence of regular night man.

Someone placed a spike on the track near Eufaula recently and derailed the north-bound flyer, badly injuring the engineer, fireman, baggageman and others.

Bro. John C. Baxter paused long enough to shake hands with your L. S. & T. the other day. He and wife were on their way to Wisconsin on a visit.

Notice—All those who have not yet voted for a meeting of General Committee, please do so before the 20th. The votes will be counted on that date. L. D. McCoy, L. S. & T.

Notice—Dues for current term should be remitted soon as possible, as you should have your card, and the Division may need funds at an early date to carry on important business. Please do not delay, but remit at once. L. D. McCoy, L. S. & T., Gibson Station, I. T.

They have put on clerk and operator at Wichita Falls. This position was given to Bro. F. G. Trask, who for some time has been relief agent in Texas.

D. E. McCann, old "owl" at Pottsboro, is now in Sedalia hospital, suffering from severe case of rheumatism. Sam Mann, of Lime Stone Gap, is relieving him.

Bro. N. B. Wilson, who relieved McHarper at Pottsboro while he was down South on a vacation, is now working ticket clerk and operator at Waxahachie for thirty or sixty days.

They have opened a freight and ticket office at Myra. Mr. no. T. Finn was installed as agent.

Bro. M. C. Harper, of Pottsboro, has just returned to work from an extended trip to Houston, Galveston and San Antonio. He has naught but praise for the boys on the "So. Pac."

Missouri:—

Mr. C. D. Hard is relieving Mr. S. L. Smith as agent at North Jefferson for a short time.

Mr. H. L. Massy, night operator at Marthasville, is laying off; did not learn the name of the party relieving him or whether or not he is a brother, but hope for the best.

Bro. H. B. Evans has resumed his duties as agent at Portland. Did you bring the Indians back with you, "BO"?

Two ballast trains put on this month and more to follow, which means grief for the operators.

Bro. C. G. White, agent at Burton, was off a few days this month on account of sickness of his sister, of Milan, Mo. He was relieved by C. D. Hard, from the St. Louis Division.

T. H. Moore, agent at Franklin Junction, Mo., is visiting his home in Albany, Mo. He was relieved by a gentleman from Texas, whose name we did not hear.

Bro. W. C. White and wife, of Estill, Mo., were in Fayette a few days ago purchasing furniture, preparing to go to housekeeping.

Texas:—

While Br. E. L. O'Connell was off he was relieved by Bro. Tait, who acted as manager, and W. J. O'Connell did the trick at night. He is recently off the Burlington Route, and though young in years, is quite a star when it comes to slinging lightning. We understand he is going to Houston on the 1st to relieve Bro. Spence, who intends taking a lay off for a while. Will see that we get Mr. O'Connell, Jr., in line before many moons.

There are quite a number of the boys taking lay-offs now on account of the hot weather.

Day man put on at Sealy a few days ago puts Mr. Bonner on days, while Mr. Looker is on nights. Understand Mr. Bonner is going to do the right thing this pay day. Unable to say whether Mr. Looker is a member yet or not, but no doubt Bro. Wilson, our genial agent at Dewey, will see to that.

Understand there are to be two more night offices opened on Waco Division soon—Lorena and Bartlett. This is on account of the grain rush.

Bro. Jones, at Little River, is taking a few days' lay-off resting up; relieved by Bro. Poyner, from Bartlett. Mr. Depew, extra operator from La Grange, is doing the extra work at Bartlett.

Dewey Station opened up the other day on account of vegetable season. Mr. A. C. Wilson, day operator at Sealy, promoted to agency at Dewey.

Understand Bro. McCollum, at Taylor, and Mr. Goldsberry, at Elgin, intend taking lay-offs this month. Lots of work for the extra men down this way. On account of increased "biz" on south end were compelled to increase the dispatching force, Mr. D. J. Hagerty resuming his old trick.

Bro. Quayle, our affable agent at Abbott, is still confined to his bed, we are sorry to relate. Unable to say what seems to be the cause.

Bro. J. T. J. Dawson, agent at West, is off on leave of absence, being relieved by Mr. Leo. Unable to say where he hails from. Mr. Dawson is visiting in Kansas City.

High Line Notes:—

It's an old saying, "a short horse is soon curried." That's about the size of it here in the High Line. Few changes since last report.

M. C. Smith, night operator at Holden, returned from his vacation and resumed his post as "night owl" at "HN" June 1st, and Mr. Woods returned to Monroe, from whence he came, to fill his place as student and helper until another call comes for relief.

June 6th M. C. Smith, night operator at Holden, was transferred to Boonville, on the main line, nights, being relieved by A. A. Snapp, a student from Montrose.

While Bro. Hardesty is still relieving Bro. Coombs, at Freeman, at the time this report is being made, up, it is expected that Coombs will return in a few days and assume his place at the helm, and that Bro. Hardesty will be elsewhere before these lines reach the printer. We like Bro. Hardesty, and would like to see him on the High Line permanently, because it's the only first-class Division on the System. "First-class Division?" Yes, that's what I said. But, now, I see I will have to explain my meaning. Well, what I mean is this: If one is lazy and don't want to work—wants an all-round-easy job—like Bro. Hardesty and myself, this is the Division for SUCH MEN. See?

I want to say just a word more on the reduction of dues, and I leave that subject from henceforth. When I broached the subject I had an idea that the subject could, and would be, discussed in a broad-minded and generous manner as it so richly deserves. But, so far, the only attempt to meet my point is discourteous—treats it with contempt and reflects upon my caliber. I wish to say, for the benefit of the party who took up the cudgel against me, that I am known personally by several of the boys, and they will vouch for me that the reflections and insinuations are not deserved. It does not follow that all my ideas are small because I happen to be a man of small salary. CERT. 251.

Choctaw Division:—

Business on the Choctaw is good. The Katy has been handling its share of market stock this spring.

We have a very good set of boys on the Choctaw now; most of them are in line, and are doing as well as operators could be expected to do.

Bro. Quinn, of Denison dispatcher's office, has taken a vacation for thirty days. Would like to see Bro. Q. back again, as he was a very pleasant man to work with, but don't expect to see him back soon. A man from Atoka went to Denison as night copier, and night man went on days.

Bro. Bruce Sanford is back at Atoka, days, again after a lay-off of thirty days. Says he had quite a time. Bro. E. C. Atkinson has been working at Atoka during Bro. Sanford's rest.

Bros. H. W. Penn and C. A. Case have exchanged places, Bro. Penn coming to Savanna, I. T., and Mr. Case coming to Colbert, I. T. Mr. Case is one of the Katy's oldest operators, having worked nights at Durant for about thirteen years.

Opr. Kelley, of Durant, days, is doing the gateman's act at South McAlester, nights, now. Also says he has a little clerical work and telegraphing to do. Kelley says "DU" is tough, but is preferable to "MA."

Mr. John Sullivan, first trick dispatcher on the Choctaw Division for some years, has accepted a position on the south end of the Katy out of Denison, Dispatcher Dodge, from the south end, taking Mr. Sullivan's place, except he is working the second trick, and Dispatcher Gardner, former second trick man, is working first trick now.

A new man at Durant, nights. His name is Roche. Don't know where he is from. Several new men scattered along the line that I have not formed the acquaintance of yet.

Our chief dispatcher, Mr. R. J. Sullivan, was out for a few days this month taking a rest. Mr. Sullivan is a good man and universally liked by the boys. Div. Cor.

"A Question of Importance."

If we make an error how are we going to right it? Would it be proper to pursue the same course we pursued before erring? This is a question of vast importance to all members on this line, more especially to members on the Choctaw Division. We are perfectly willing to admit the committee didn't secure all that was desired by members when they met the management before. We are willing to admit the salaries of some were reduced as well as no raise for others, except for the switch lamps overtime. Admitting all this, my brother, what course will you pursue to right it? Will it remedy it to drop out of the Order and confound it because you didn't get what you expected? Are we not taught that it requires time and energy to accomplish anything of importance? Will it restore your reduction and protect your interest to withdraw? Nay, verily it will not. Then it is plain there is but one course to take. Let every man stick to the Order, make it stronger and stronger until we get in a position to request and demand our rights. Stick to the Order, pull for it and select good men and try it again. That is the only way under heaven it can be remedied.

I have made a special trip over the Southern Pacific Ry. just to see how those boys over there worked together, and how they could secure the schedule they have. I find it to be through unity and perseverance. They didn't get what they have the first time they requested it. They prize the Order above everything else. I have heard more than one man say he had stood off his grocery bill, or a part of it, in order to meet his dues. Now it is plain enough to see what those boys have made by sticking fast to the Order. They not only enjoy privileges and courteous treatment, but get many dollars every year that they would not have gotten had they not

stood to the O. R. T. and made it what it is on that line.

Brother, if you have dropped out on account of some frivolous thing or even a reduction, get right and do it at once. There's a large majority that is now trying to get everybody in shape and request another meeting and endeavor to right and secure what it did and did not before. For your own interest and for the interest of our noble Order do not let your prejudice overrule you on this, but get straight, and let's look forward to brighter and better future. There is no question of our ability to do so if we will but stick together. Unity is the greatest thing on earth. If we would all unite in this noble cause of justice we would accomplish something good. So let us all put a shoulder to the wheel and mark what great things will be accomplished before another summer rolls around.

Yours in S. O. & D.,

M. C. HARPER.

A., T. & S. F., Div. No. 23.

Chicago Division:—

As this end of the Division has not been written up for a long time I will try and give you a list as to how we stand over here. While there are quite a number of "nons, we have hopes of reducing the list to a few in a short time, and hope the brothers will all take a hand and get after those that are easily within reach, and by so doing help the good cause along.

Edelstein, Bro. W. Clough, agent; Bro. E. L. Carey, nights.

Princeville, A. L. Parker, agent.

Princeville tower, Bro. W. E. Whelpley, day operator; Bro. C. E. Parker, nights.

Monica, Bro. Jas. Current, agent.

Monica Tower, E. J. Wilson, day operator; Bro. R. S. Brown, nights.

Laura, Bro. O. R. Meisch, agent; Bro. H. L. Johnston, nights.

Williamsfield, Bro. August Meier, agent; E. C. Stewart, nights.

Dahinda, Bro. J. F. Hinthorn, agent.

Appleton, Bro. W. A. Childress, agent; Bro. M. J. Patterson, nights.

Knox, Bro. C. E. Romick, day operator; J. W. Cullen, nights.

Galesburg, L. A. Patterson, day operator; O. S. Cain, nights.

Surrey, Bro. W. H. Kerns, agent; Thos. Pollett, nights.

Cameron, Bro. O. M. Lane, agent.

Nemo, Bro. Thos. Flatly, day operator; Bro. J. E. Ryan, nights.

Ormonde, Bro. W. McCullough, agent.

Ponemah, Bro. B. E. Suydam, agent; Bro. A. C. Childs, nights.

Smithshire, Bro. O. E. Shontz, agent; Mr. McGravy, nights.

Media, Bro. J. C. Luke, agent.

Stronghurst, Bro. G. A. Roberts, agent; R. B. Chase, nights.

Decorra, C. S. Wheeling, agent; John Christian, nights.

Lomax, C. W. Layman, agent; E. F. Rowe, nights.

Dallas, Bro. C. F. Clark, agent; Bro. P. W. Stieby, nights.

Pontoosuc, Bro. S. S. Horris, agent.

E. Ft. Madison, Bro. C. F. Cheadle, agent; Bro. B. W. Foster, nights.

Ft. Madison, Bro. Chas. Taylor, day operator; A. Wheeling, nights.

Shops, A. L. Gates and E. F. Mann, day operators; T. Greer, nights.

Bro. W. F. Kerns, night operator at Laura, has had the misfortune of being relieved from duty. Better luck next time, "old man." Relieved by Bro. H. L. Johnston, of Ormonde.

W. E. Reed, night operator at Appleton, is taking a few weeks' vacation, visiting friends in Pennsylvania. Relieved by Bro. M. J. Patterson.

Night Opr. O. S. Cain, of Galesburg, is visiting friends in the West. Relieved by Opr. Tupper.

Our committee on Chicago Division have returned after a satisfactory meeting with President E. P. Ripley and others, and reports a few new changes in wage schedule as follows:

Mazon, days, old, \$50; new, \$53; nights, old, \$47; new, \$47.50.

Ancona, days, old, \$52; new, \$55.

Princeville tower, old, \$45; new, \$50; nights, old, \$45; new, \$47.50.

Monica tower, days, old, \$45; new, \$50; nights, old, \$45; new, \$47.50.

Shops, days, old, \$60; new, \$65; nights, old, \$55; new, \$60.

K. & W. Crossing, days, old, \$55; new, \$60; nights, old, \$45; new, \$47.50.

Wyconda, days, old, \$45; new, \$48.

Baring, days, old, \$55; new, \$57.

Lexington Junction, days, old, \$45; new, \$48.

Bucklin, days, old, \$60; new, \$65.

Two relief agents, old, \$67; new, \$75.

Opr. Tupper, formerly of Galesburg, nights, goes to Smithshire permanent, nights, Mr. McGravy, of Smithshire, going to Appleton, Bro. Patterson, of Appleton going to Ponemah, nights.

Bro. C. E. Romick, of Knox, and wife, are visiting his parents in Lomax for a few days. Relieved by Opr. Wright, from Ft. Madison.

Div. Cor.

Bro. Johnson is back from Chicago, where he has been attending the meeting of the General Committee.

The Southern Kansas boys are all very well pleased with the way things were settled with the Santa Fe officials.

The operators on the Southern Kansas Division have suffered some on account of the reduction made. Some stations have been closed

as telegraph offices and \$25 men put in their places.

Following is a list of offices which have been closed: New Salem, Chautauqua, Ramona and Liberty.

Nelson, of New Salem, goes to Colony as agent. Bro. Erhard, of Girard, takes the agency at Walnut.

Bro. Murphy, operator at Girard, takes the cashiership at that station.

Bros. Cook and Gamble seem to have a cinch on that "WX" job.

We understand that "WR," of "AU" office, "that non-air" goes to Topeka to take a position in "GO" office. There will be great rejoicing.

Bro. Creevens, of Moline "NX," takes Eureka telegraph position made vacant by Bro. Gray resigning. We understand that Bro. Gray has gone into the hotel business at Iola.

CERT.

Bro. Chas. N. Reynolds has been transferred from the agency at Monument to a position in Denver with our friend Mr. Moorhouse. Charley is a good man and we wish him every success in the new undertaking.

Bro. John J. Goggin, who was formerly agent at Niotaze, on Southern Kansas Division, accepted service on this division as night operator at Sedalia, but later he was given the night "hustling" job at Rocky Ford.

Mr. M. T. Vaughn, extra operator, has taken the cream of our telegraph work lately, having worked in Denver "Jd" office, and now at Sedalia. Hope he will finally freze on to some of these jobs and—well, you know what.

Bro. W. L. Coleman, for many years with the Colorado Midland, is now nights at Palmer Lake. He does not have much to say, but is a good man.

Bro. Hertzog is laying off, and Relief Agent Bro. T. J. Black is signing the papers in his absence. Of course, when a young man lays off he is going to get married, but we do not know about this case, only that Bro. Hertzog is like the rest of us and has his eyes open for a good thing.

Bro. Vary, agent at one of the nicest small offices on the pike, (Greenland,) has been promoted to the ticket office at La Junta. He is relieved by Bro. Graham from Larkspur.

Bro. L. T. Barton is now the agent at Larkspur in place of Bro. Graham. Lester does not like the box cars very well, and takes a run to the Spring as often as possible to see the folks. Did not learn if he will move his family or not.

Steam shovel moved from near Breed to Sedalia on the first of August. Mr. Weiser called in on his way by and left his papers. He will hereafter be known as Brother. He is a good man and will remain with the steam shovel as time keeper, and operator when it is necessary to cut an office in between stations.

Bro. Beard, who was night operator at Larkspur for many months, is at present relief agent on the Union Pacific and reports "doing well."

He has not forgotten his old stamping grounds and when convenient he comes around to see us.

It begins to look like Mrs. Amos, wife of Bro. Amos, who is agent at Sedalia, has at last won out. She has been trying for some time to get Bro. Amos out of the railroad service, and now we hear that his resignation has been tendered to take effect August 1st, and that Bro. Park from Mr. Parker's office will relieve him.

Some of our brothers are worrying over the rumored possibility of the C. & S. going back to their own tracks, for fear some of their offices will be closed. Another rumor has it that they are here to stay, and the block system will be inaugurated over the entire joint track, which will make it necessary to open other offices. The situation at Pueblo and Colorado Springs is such that it does not look reasonable to think any change will be made that will in any way prove detrimental to us.

COR.

Illinois Central Ry.

Memphis Division:—

It has been quite a while since I saw any news from the Illinois Central boys.

What do you think about the Scab Route voluntarily raising the wages of the engineers, conductors, brakemen, firemen and even down to track men? I failed to see where the operators had a hand in this deal. It is as much as to say: "If you think about wanting your wages raised we'll give you a deal. You have toiled for us for \$18 all this time. Will keep you at that."

I wonder what's going to become of us east of the Mississippi River? I have worked in the West and Northwest the last three years and was in Mobile, Ala., during the great Southern strike. If I was offered one job I was offered twenty-five on the pea-vine line. I certainly had the pleasure of refusing several \$20 "hang-outs."

No news of any importance on this pike, except several "ham" factories.

Next time you will hear from me away out West.

Yours in S. O. & D.,

CERT. 2186.

Ohio Southern Railroad.

Lima Division:—

Business is rather quiet at present. There have been but few changes of late. Beginning at Uniopolis we find Bro. H. C. Michell, L. S. & T.

At St. Johns, Bro. O. T. Wilson.

At Columbus Junction we learn Bro. Rudasell has resigned and a newcomer taken his place.

Pass on down the line to Geyer, we find our old-time friend, Bro. Sheets.

At Jackson Center, Bro. Threlkeld.

At Quincy, Bro. O. P. Hellings.

At Rosewood, Bro. C. L. Armstrong.

At St. Paris we find Mr. C. W. Rhenohl since Mr. J. W. Bailey has retired.

At Thackery we find Bro. R. F. Exline, and at Tremont we find another non-member, Mr. E. S. Monroe.

Students are few and far between on this Division. Will cut out now, giving you a parody on the 123d Psalm.

The Politician is my shepherd; I shall not want for any good things during the campaign. He leadeth me into the saloon for my vote's sake; he filleth my pocket with good cigars; my glass of beer runneth over; he prepareth my ticket in the presence of my better judgment, yea, tho' I walk through the mud and the rain to vote for him and shout myself hoarse when he is elected, straightway he forgetteth me; lo! when I meet him in his own office he knoweth me not. Surely the wool has been pulled over mine eyes all the days of mine life.

R. F. EXLINE.

C., H. & D. System, Div. 21.

Delphos Division:—

Hello: "New pencil pusher on this Division. We hope he will keep the rust from our page in THE TELEGRAPHER."

Well, we are not all dead on this Division, still after the "nons"; seems slow, but sure. Think if we had an organizer for a few days, we could land the few "nons." They always need a little pushing.

The Great Pond Route:—

At Stillwater Bro. squire and postmaster Beggs says his "OS" with the balance of us.

At Union, we find Mr. "J," as usual.

At "WM," it's "GS," and he knows how to tell it, says the only difference between the crowd when Ringling's circus went over this line and when they had the Sunday School excursion to the Soldiers' Home, was in the former they came to see the circus, and in the latter they all wanted to see him. Good for you, "GS," we always like to see a man get paid for what he does.

At "HN" same old "N." He has again seen fit to add another Leg to his office. Do you think that will advance your salary, "N"?

At Covington is Mr. Bartmass.

Next is "W," at "VR," who has fallen in love with the new proposed plan, which is to go into effect at once. Leaving No. 1 open for an hour at a time. Doesn't want to be interrupted while teaching his several students.

Bro. "S," at "YO," and "GD," hot after the "nons" always. He don't stay on very close, as he has a three wheeler, and has to chase between stations hourly. Very busy man.

At Marie Stein, "MC." We can't hear what he says for the noise he makes.

At Chickasaw, "HI" having Chinese trouble, has no time to even answer his call. Someone has suggested wireless telegraph.

All the boys on north end, well, will tell you about them next time.

Div. Cor.

Toledo Division:—

There has been several changes on this Division during the past week

Bro. Ed McFarland transferred from Erie Junction, nights, to Leipsic Junction, nights.

Mr. Thompson Deshler, nights, to Rossford, nights; Maine, extra operator, goes to Deshler, nights, regular.

There are several new men on this Division who are not with us. Get after them, boys, and bring them into the fold.

Glad to hear our General Chairman is able for duty again. We have missed his smiling face at the last few meetings. Bro. Shields held the gavel during his absence.

Boys, why can't we have larger meetings than we have been having? It is the life of a System Division to have these meetings well attended. The next meeting that is called try and see how many we can have in attendance. I assure you that you will be well repaid for your trouble.

Div. Cor.

Canada Atlantic Railway.

Nothing in our "old and much appreciated" journal this last two issues and am wondering what became of our scribe.

Our regular meeting was held here last Sunday. Not many in attendance, as they claim they were looking for notice. We wish to remind the boys that no notice from this out will be given other than appears in the directory of THE TELEGRAPHER from month to month, and they will please govern themselves accordingly. Until further notice the Division will meet every third Sunday in the month. This will effect a saving of \$1.50 a month in postage and material. We are pleased to tell the boys there were three new members initiated into full membership. We are sure they will make cracking good members, too.

Bro. McRae, of Renfrew, relieved Bro. Robertson, of Glen Robertson, for fifteen days, while the "old gent" sojourned in the foreign lands of Alexandria, Dalkeith and Quebec.

What about the special assessment of \$2 for the Southern strike. We are kind of muddled about it.

Now, boys, ante up your dues for last half of year, "myself included."

J. Denoror, of St. Polycarpe Junction, returned home from an extended trip to the wild and woolly West. Bro. Ross relieved him.

Bro. Stameur, of "SC," is off on a week's holiday. Bro. Ross talks French these days.

Now for a special meeting of the Grand Division. This has been decided on in our minds.

TEMPORARY SCRIBE.

Wabash Railroad.*Western Division: -*

Don't think I have ever seen a word in THE TELEGRAPHER from this pike, and while we have only a few in the "fold," there are lots of good material along this road that with a little effort could be turned to good account.

Although our superintendent of telegraph is so much opposed to the O. R. T. that he will not employ an Order man, a few of us have (owing to the scarcity of men) been placed in the last three months, and those few have been untiring in their efforts to show the operators that the O. R. T. is the only and best thing for telegraphers. Some of you boys who are enjoying life under a good schedule send your old TELEGRAPHERS, together with your experience in the O. R. T., to some of our men which follow. It will do them good.

At Ewing Ave., St. Louis, is Mr. Gus Martin, chief clerk, with Bro. Joe Barclay, days, and Mr. J. J. Buehrn, nights.

Then at Vanderverter is Mr. W. C. Basey, who is almost persuaded. Drop him a line.

At Gilmore, nights, A. O. Brooks, who, I think, is a brother, but not sure. Glad to think so, anyway.

Centralia, Mr. Lee Holden, days; Klinesorger, nights. What's wrong with being a Pullman conductor, Lee?

At Sturgeon, Agent R. L. Simmons, an old-timer, and one of the most whole-souled fellows on the road. Better be reinstated, Bod.

At Moberly, dispatcher's office, is Dispatchers O'Leary, Carter and Barker, J. Kelly Jones and T. Kelly, M. Kelly and "Ginger Carden," with Oprs. Devine, Davis, Voth and "The Fairy."

At Moberly Yard office, "NE," are Bro. Aubrey Parks, days, with Oprs. Shannon McKinney and R. E. Davis doing the "owl act." Can't you "jar them loose," "A"?

At Huntsville is Mr. Carter, days, and Bro. Hub Doyle, nights. There's a good chance to do some talking, "HU."

At Kirksville we have a good man in Bro. Angel even if he did get huffy about "No. 70s Consist." That's all right, "OX."

The others along the line I haven't yet met, but, boys all of you, this \$45 per month would be a thing of the past if you would all wear the colors. Why not try it?

With best wishes for all I am,

Fraternally yours,

CERT. 3126.

Oregon Short-Line News.

A very pretty wedding took place at the M. E. Church, Idaho Falls, Idaho, on Tuesday evening, June 19th, at 8:30 o'clock, in which Bro. A. W. Pearson, the cashier at that place, and Miss Ada B. Jenne were united in holy bonds of matrimony, Rev. O. A. White officiating. The bride was attired in a dainty dress of white silk,

and the groom wore the regulation black. Bro. D. E. Sanderson acted as best man, and Miss Hilda Changnon as bridesmaid. Potted plants and cut flowers dedecked the little church, and Mrs. S. E. Crow rendered the old Standley wedding march as the bride and groom marched in. After the ceremony a few intimate friends and relatives, including Bro. F. E. Jones and wife, and Bro. Geo. D. Hill and wife, retired to the residence of the bride's parents and partook of a bountiful repast. Meanwhile some 200 or more invited guests repaired to Armony Hall and tripped the light Fantastic until 2 a. m., the Rexburg Orchestra furnishing the music with credit to all. I must also mention that the regulation Tincan Orchestra struck up sweet strains as the last words were pronounced by the preacher, and kept it up until Bro. Pearson gave them a husher in the form of a few pieces of silver. The presents were very beautiful, numerous and useful. The office force presented a beautiful iron bedstead and springs, and the St. Anthony branch crew a beautiful rocking chair.

May your wedded life be happy, Gus,

May your enemies be few;

May you have a house full of children, Gus,

When you are thirty-two.

Bro. J. D. Beamer, who has been away on leave of absence for quite a while, is back at his old post, Kemmerer, days. Glad to see you back, "J."

Bro. T. A. Nichols, who has been holding down McCammon, nights, has resigned to enter the Signal Corps. Understand he sails for China in a few days.

Col. W. H. Dewey, accompanied by his private secretary, Bro. T. C. Collopy, formerly of Nampa, days, left for the East several days since, where the Colonel goes as a member of the committee appointed to round up Col. William Jennings Bryan, and notify him of his nomination for the presidency. "C" says he is going to try and beat the Colonel there, and give Mr. Bryan a tip before the others get there. Bro. Collopy will visit Buffalo, New York City and several other large Eastern cities before returning. There is nothing like knowing a good thing when you have got it.

Bro. J. Goring, agent at Fossil, is taking a vacation just now, being relieved by Bro. W. R. Luckfield, formerly at Glenn's Ferry, days.

Bro. P. J. Ivey is now located at Mountain Home, nights, vice Wilcox, on days. "Lookout, girls, that fellow is from South Carolina."

Bro. O. J. Langston, of Pocatello, transferred to Salt Lake, general office, relieved by Bro. T. J. Mackin, of the Southern Pacific.

Am sorry to say Bro. C. S. Packer, of Shoshone, nights, was compelled to take a lay-off on account of the illness of his father in Ogden, relieved by G. A. Rowe, of Kammerer. Ogden is all right when you are going there on a different mission. Eh, "Q"?

We have lost a very good brother in the person of Bro. Geo. D. Hill, who resigned recently as

agent at Idaho Falls, being relieved by T. E. West. Don't know whither Bro. Hill goes, but he takes with him the best wishes of a large number of friends.

Bro. C. G. Merritt has returned to Soda Springs, days, after a few weeks' vacation. Don't know "whar he been."

Bro. W. P. Clements, formerly agent at Shoshone, has been transferred to Diamondville Station to relieve Bro. C. E. Coe, being relieved at Shoshone by Bro. Orrin Welch. Bro. Coe assigned other duties. Didn't learn where.

Brothers, those of you who have not paid the special assessment, I wish to remind you that we are waiting on you. Those who have paid it are asking, "Why" already, and you are to blame. I think the new card is a right desirable thing to have, too. Why not attend to these matters at once, so as to not delay the game any longer?

Born to Bro. and Mrs. Perley Clark, of Kemmerer, Wyo., on the morning of July 20th, a six-pound O. R. T. boy. "Paddy" now weighs 150 pounds, an increase of 50 pounds since the 20th, so "J" says, but me no say how 'tis.

Yours in S. O. & D.,

O. J. LANGSTON,
Division Correspondent.

Southern Pacific System, Div. No. 53.

At the last meeting held in San Francisco by our local board, the keen interest manifested by the brothers present and also evidenced by communications in the hands of our busy secretary on all matters pertaining to our Order *general* as well as local, shows to what degree of perfection the Organization has been built up on this coast through the wonderful and magnetic executive force of our General Chairman, Mr. Geo. Estes, and also demonstrating the splendid timber in our rank and file assisting him in this work.

The tireless energy displayed by Bro. Estes at all times is marvelous, and his devotion to the Order and its interests, the thorough and systematic methods employed by him in handling his voluminous correspondence, his faithful attention to the minute detail of his work, his unparalleled ability, is commented on by all who have come into contact with the work of his office.

The more perplexing the issue, the more determined is our General Chairman to straighten it out, often passing sleepless nights revolving matters over and over, until a happy solution presents itself.

It is refreshing to note that over fifty applications for membership were read by our secretary, which places our membership above the 1000 mark and only three or four dropped for non-payment of dues, a showing to which I feel we may point with pride. We are now passing through an era where it is evident to all members of the O. R. T. over the entire country that if there is any way of strengthening the status of our Order, it

must be done, in order that its perpetuation may be all the more assured; and we ask our membership to give their most serious consideration to all matters that will assist in stiffening the timber of our Organization.

The proceeds of our "Trip to Paris" drawing—\$500—were turned over to our treasurer by the brothers handling this affair, and it is our understanding that Roy Johnson, of San Jose, was the happy recipient of the prize.

Would ask the local boards of the different Districts to offer from time to time any notes that they think will be of general interest.

Bro. E. B. Pengra, of the Lines in Oregon, a very active and earnest worker, offers the following interesting notes:

I have been asked to report the meeting of our local Division, held in this city Sunday, July 1st, Bro. Jester, chairman.

We had a very enthusiastic meeting, ten members being present; several from out on the line, which was considered encouraging for the first one of our regular monthly meetings.

Bro. Jester opened the meeting with a full review of work accomplished during the past year; also an outline of work now under consideration, and several projects in view for the benefit of the Organization. Each member present was called on for remarks. Then followed a general discussion of several questions brought up, among them the question of running an excursion to Portland during the Elks' Street Carnival, to be held there in September.

All were highly pleased to find the flourishing condition our Division seems to be in at present, and the rapid growth it is continually making. We hope to be able to report a much larger meeting next month, as there are many of the brothers who could attend these meetings if they would make the proper efforts to get away from their duties for one day.

It is a great and pleasurable satisfaction to note that the interest of our members is stronger to-day than at any time previously in the history of Division 53, and it is our belief that in the next sixty days a man will have to hunt for a non-member with a fine tooth comb, if all brothers will do a little active work where necessary.

S. A. WENTWORTH.

Erie System, Div. No. 42.

Delaware Division:—

Jake Heiss, who for a number of years has been billing clerk at Hawley, Pa., is now a full-fledged agent at Cochection, N. Y.

Opr. Kellam, of Glen Eyre, fills the vacancy at Hawley, and Extra Opr. Crane, of Parker's Glen, goes to Glen Eyre.

Opr. Stratton, of "HX," Hawley, has been confined to the bed four weeks, suffering with sciatic rheumatism. At this writing no improve-

ment. We hope he will soon be able to resume work.

V. A. Decker, day operator at Hawley Station for the past ten years, has received an appointment as clerk for U. S. Government at Washington, and departed for his duties July 15th. The boys will miss that sign, "Z."

F. W. Koepler, formerly night man at "IY," has been placed in charge, days, Extra Opr. Lynch, of Hawley, taking the night trick.

O. H. Tarbox, formerly of Callicoon, is now working as day operator for the D., L. & W., at East Stroudsburg, Pa.

I. A. Bush has resumed work at Callicoon after a long vacation.

Agent Kalbfus, at Shohola, has been furnished a clerk for the summer. Extra Opr. Geo. Carpenter takes the position.

Agent Bird, at Callicoon, also has an extra man.

Day Opr. J. D. Van Akin resumed work at Lackawaxen after a long illness. Glad to see you back again, "JD."

Susquehanna Division:—

Opr. Ackerman, of "AQ" tower, has taken the vacancy at "VO" tower. Opr. Sherman, nights, at "AQ" tower, now has the day trick at the same tower.

Opr. Tubbs, of "FD," has "AQ" tower, nights.

Opr. Hemstrought, of "IX" tower, has been taking two weeks' vacation, his place being taken by Extra Opr. Chase.

Opr. Carl Crawford is working a few weeks at Painted Post as helper, in place of Mr. Potter.

Opr. Ripley, night man at Corning freight house, is working days until day job is given away.

Opr. Donnelly, of "FG" tower, is working in Elmira depot, nights, in place of Opr. Wood. Opr. Doane at "FG" tower, and Opr. Markle at "XU" tower.

Opr. Johnson, of "UJ" tower, is absent on account of being sick. He was relieved by Extra Opr. Morley.

Opr. C. H. Delancey, our efficient assistant trainmaster, is taking a vacation and taking in the sights at the Paris Exposition. He was relieved by his brother, F. B. Delancey, of Binghamton.

Opr. Brazee, of Canisteo, is on a vacation visiting his friends at various places on the Division. Relieved by Opr. Nichols, of Adrian, and Extra Opr. King worked in Nichols' place.

Opr. Bonnell, of "QZ" tower, is taking an outing at Silver Lake. Extra Opr. Dee in his place.

Extra Opr. Beattie is working at Corning freight house in Opr. Ripley's place.

Opr. E. I. Kelly, of "MJ" tower, has accepted the day job at Corning freight house.

Opr. Sherman, of "AQ" tower, is absent on vacation, Opr. Tubbs working in his place.

Opr. H. S. Owens, of Cameron, is on the sick list, relieved by Opr. E. O. Owens.

Opr. C. E. Reiley, of "UO" tower, made a flying trip to Elmira the 18th. He was not called down on the "carpet," however.

Opr. J. Sullivan is working at "MJ" tower until regular man is appointed for that position.

Opr. Hesser, of "MJ" tower, nights, has secured the "owl" trick at "JF" tower.

We regret to learn of the illness of Opr. M. A. Creagh, of "HQ" tower, but pleased to state that he is on the gain.

Extra Opr. Collins, of Elmira, has been appointed regular night man at "JB" tower.

Opr. G. H. Nichols, formerly night operator at Adrian, has secured the position as station helper at Union.

Opr. Wood working days at Elmira depot.

Opr. Varian in superintendent's office, nights. Opr. Dickey, in same place, days.

Opr. Harrington, of Elmira, has returned from Kansas City, where he attended the Democratic Convention as a guest of his brother Michael, who was a delegate to the convention.

Opr. W. J. Steele, the genial car man in superintendent's office, is now filling the position as extra train dispatcher, and is relieving the dispatchers who have ten days' vacation each. This brings to my mind the thought why should we not be granted the same courtesy who have to work twelve hours per day every day in the year, and are confined as closely to our work and have as much, if not more, responsibility than the dispatchers have, and should have the same courtesy shown us, which we would greatly appreciate, especially the majority of us who cannot afford to take this needed and well earned vacation on account of the high prices we have to pay for the necessities of life. CERT. 291.

Mahoning Division:—

The regular meeting of "The Railroad Telegraphers' Social Club" was held Saturday night, July 28th, instead of July 21st, on account of not being able to secure a hall for the 21st. Fourteen of the boys turned out and all seemed to enjoy themselves. Motion was made by Bro. S. A. Murphy, and seconded by Bro. W. M. McDonald, that the meeting night of the club be changed to read the fourth Saturday night of the month, and was carried. Secretary was instructed to change the by-laws accordingly. This will make our next meeting September 29th, to be held in the B. of L. F. Hall in the Webb C. Ball Block, Cleveland.

Motion was made by Bro. Murphy, and seconded by Bro. Poltney, and carried, that Mr. J. C. Morris be indorsed by the club for Railroad and Telegraph Commissioner of the State of Ohio. Bro. Murphy was instructed to draw up the necessary papers to be signed by the club.

Three new members were added to our club—Bros. W. L. Button, R. W. Bell and C. I. Poltney—a trio hard to beat.

Bro. W. L. Button, agent and operator at Gauga Lake, and Miss Lucy Fowler, one of

Chagrin Falls' most popular young ladies, were united in marriage at the bride's home, July 27th. The Fraternity extends congratulations.

Wilson Ave., days, and Nibs, nights, are advertised. Go after them, boys.

Opr. Laughlin is working days at Wilson Ave. until it is advertised.

Bro. J. C. Laughlin, agent at Solan, is taking a vacation of six weeks, and is taking a trip through the West in hopes of benefiting his health. Bro. Findley is working at Solan during his absence.

Bro. E. E. Pratt is off for a few days, Bro. J. C. King taking his place.

At Mantua, days, Opr. Chas. Wilson, "FD," nights, is doing the extra work at "SB."

CERT. 54.

Meadville Division, East:—

Dear brothers, for some time our items have reached the waste basket, and perhaps this will also, but I will try and write a few items, as we have not heard from our Division for some time, and there are a good many changes in vacancies along the line which the brothers are familiar with. But do the brothers appreciate how these places were brought before them so we all could have an equal voice regarding who is the lucky man?

Dear brothers, now if you expect to ever enjoy any other privileges you must strive to help increase our membership. Now, if each one would get just one "non" before January 1, 1901, I would consider you are doing your duty, and if you make an effort to secure one your labors are not in vain, for justice will be given to the brother who will stand for his rights. So let's all join in and jog these "nons" and get them in. Please do not imagine when you pay your dues that is all is expected of you until the next six months has elapsed, then settle again, but put your shoulder to the wheel and help push the good thing along. We need your assistance right here, as occasionally you can hear the chirp of the student, and from the present indication they are not up to date in that line, as we only have a few extra operators here and it is almost impossible to get a day off. I have good news right along from our "nons" who could take students, but refuse to take them.

Brothers, I am not in favor of trust or money power rule, but I am in favor of trying to place the boys who sit by the key twelve hours in a position where they will receive the proper compensation for their services, and we will never be able to get that unless we stand firm and to a man belong to the only trust that is placed in reach of us—that is the glorious O. R. T. May we strive to uphold its teachings and I am sure we will win.

Bro. Maloney, of "WS," has been away for two weeks. Bro. Chapman did the night work. Bro. M. came back with his hair clipped short. Wonder what Bro. M. ran against?

Bro. Broderick, of "WC," has been off a few days on account of sickness, but we "13" Bro. B. is O. K. now.

Bro. Kinney, of "WF," went to Jamestown, calling on friends.

Bro. S. W. Jobber and wife saw the fireworks at Celeron the 4th.

Bro. Herlinen, from Oil City, took a run up here to see his friends. Bro. H. has a good job at Oil City.

Bro. O'Neil says business is good at "J." They keep him busy, and E. J. B. is pounding the typewriter keys all the time. Wonder what they will do when business does come our way?

Yours in S. O. & D.,

X.

Susquehanna Division:—

Bro. M. A. Creagh, of "HQ" tower, died at the home of his parents near Hickory Grove, Pa., at 3:45 p. m., July 28, 1900. Bro. Creagh was a member of Erie System, Division No. 42, Susquehanna freight division, and was one of the first to join the ranks of the O. R. T., when this Division was organized, and remained a staunch member up to his death. Bro. Creagh was an honest, upright young man, loved and respected by all who knew him, and will be greatly missed from our circle. We extend our sincere sympathy to his parents and brothers and sisters. One of his brothers, Bro. S. J. Creagh, worked opposite to him in the tower.

Chicago Division:—

Bro. Jno. J. Myers has resigned his position as day man at "HD" tower, and Wm. Phipps has accepted the place. Bro. Myers was one of our most enthusiastic members and we wish him success wherever he goes.

Bro. G. O. Dunseth says he cannot complain about the extra agency so far. He relieved agent at Crown Point for a couple of weeks.

Bro. Tucker has the only trick. Germany from 1 p. m., until 1 a. m. (This is Germany, Fulton Co., Ind.)

Bro. Reichard makes four trips per week to North Judson, and he is not a stockholder in the sugar beet industry, either. It must be something more serious.

Bro. Chapman, of North Judson, took in the Chicago excursion, and reports an excellent time.

Bro. Hartigan and Phipps make semi-weekly trips to the Kankakee River, where they catch dogfish and Phipps practices "Gimmasty" and high diving.

Bro. Robinson is taking a few weeks leave of absence relieved by Sister Chandler, at Lomax, days; C. E. Bently working nights.

Bro. Moonshower has left Boone Grove and moved to California, where he says he will try to get a job telegraphing. Good luck to you, Harry.

Bro. Geo. Huron, at Crown Point, is a truthful man. He had two weeks' vacation and admits he only caught two small fish.

H. W. Fernes is working nights at Palmer, and will go to "HD" tower, nights.

There are work trains at several points on this Division. Bro. Walter Imes, at Griffith tower, send two or three trains of gravel east per day, the steam shovel loading them at Plainfield.

Brothers, what are you doing for the Order on this Division? Let us not remain in the same old rut. There are several telegraphers on this Division who will tell you they are in favor of unionism and therefore have no excuse for not supporting it. It is the duty of each of us to get after these fellows and keep hammering at them until they get in line. Those who say they will have nothing to do with the Order are against us, and there is no use wasting time with them, but your active influence if used in the right direction will bring to our support those who believe in telegraphers protecting themselves as well as men of any other profession. We must be persistent in our efforts to impress the "nons" with the necessity of being thoroughly organized, and if you leave this for the Local Board to do, you are making a mistake.

Correspondents are requested to get their items to the General Correspondent at least three days before the last of each month in order that it may reach St. Louis by the first.

CERT. 17.

In Memoriam.

The funeral of our late Bro. M. A. Creagh, of "HQ" tower, was held at Great Bend, July 30, 1900, Rev. J. S. Fagan officiating, who paid high tribute to the character and life of the deceased and of his fidelity to his Creator, his parents and his duty.

Bro. Creagh was 24 years of age and a staunch member of the Order of Railroad Telegraphers; also Great Bend Council, Knights of Columbus. He is survived by his father, one sister and four brothers. The funeral was under the auspices of The Knights of Columbus. The remains were laid at rest in St. Lawrence Cemetery, Great Bend, Pa. The flower bearers were Opr. L. J. Baird, of Owego, and Opr. D. J. Downey, of Union. Pall-bearers, Opr. M. S. Bartley, J. J. Nevils, J. J. O'Neill, J. A. Barry, M. J. Carrigg and Geo. Van Devort. Ushers at church, Opr. Jas. J. O'Neill and Jno. R. Winters. Many beautiful floral pieces were sent to pay tribute to this departed brother, among which were "Gates Ajar" from the operators of the Susquehanna Division, horseshoes from a friend, and scroll and roses from the Sisters of Mercy at Wellsville, N. Y. Also cut flowers from Opr. Worcester, of "SR" tower.

The following operators were present at the funeral: O'Neill and Sheedy, of Great Bend; Tiffany, Lyons, White and Driscoll, of Susquehanna; Van Antwerp, of Hickory Grove; Kinney, of Barton; Downey, of Union; Bartley, of Binghamton; and Baird, of Owego. To the bereaved family, who lost a beloved son and brother, we

extend our extreme sympathy to them in their late bereavement.

Yours in S. O. & D.,

N. S. WHITNEY.

Buffalo, N. Y., Div. No. 8.

At our June meeting the Division voted to affiliate with the United Trades and Labor Council of Erie Co. It is to be hoped that this will prove to be a great help to us in the western part of the State.

We have been getting a few new members, and from the present outlook we will have all we can handle for some time to come. The goat will need to be in good trim.

The new brothers on the B. R. & P. should note last clause of Section 41 of the Statutes, and comply. Some of them are within ten to seventy miles of Division 8 and they belong to a Division more than 250 miles from them and us. No doubt but that some of them were influenced to stay away from us.

W. N. Y. & P., Pittsburg Division:

Mr. W. A. Fenton, Buffalo Creek Junction, nights, to Mayville, days.

Mr. F. P. Hanson, from Tionesta, nights, to Buffalo Creek, nights. Mr. Hanson is succeeded at "S," nights, by a Mr. Sullivan.

P. J. Nevils, Corry, days, took a run up to Buffalo the 21st. "Mac."

Rochester Division:—

Since the official notice of our absorption by the Penna. R. R. Co., we are all wondering just what will happen next, but I believe a large per cent of the employees are pleased with the change, inasmuch as we will have a much broader field for promotion, and we all hope that many of the methods to reduce expenses will be laid aside.

Very few changes upon our Division within sixty days.

Bro. Hunt, operator at Belfast, is now doing the night trick at Genesee Junction. Bro. Clark relieved him at Belfast. How is the green phosphate, Bob?

Bro. Bennett, agent at Tuscarora, has resigned and moved to Georgia to enter into the fruit-growing business.

Bro. Thompson, agent at Sonyea, is taking a well-earned vacation. Relief Opr. Huff is acting in his absence.

J. W. Butzer, former clerk, Mt. Morris, has been appointed agent at Tuscarora.

We understand that Bro. Baker, Neuda Junction, is having rather poor health lately.

Bro. Keenan, Portage, has just returned from a ten days' vacation.

The boys are apparently getting used to Rule 221-A, but they do not forget the difference when about three times a week a cold dinner is the result of a light run.

The W. N. Y. & P., I understand, is in the best shape as far as O. R. T. goes that it ever has been, and yet a few need some more hot shot thrown at them.

CERT. 63.

Pittsburg, Div. No. 52.

At our regular meeting of July 7th, there was a large crowd of the boys on hand. Eighteen petitions for membership were read and acted upon.

Bills to the amount of \$57.78 were read and ordered paid. One brother who has been in hard luck, requested the Division to hold him over for sixty days, and his request was complied with.

Circular from Secretary Perham was read and the Division voted a request to the Board of Directors for a special session of the Grand Division.

Letters read from Bro. W. E. Frasher and President Powell, in reference to the work on the B. & O. R. R., and ordered filed.

Installation of officers was then taken up, Bro. Schofield acting as Marshal. The new officers were installed to their offices by retiring President Konenkamp in royal style.

The following were elected and installed to their positions: President, H. T. McGuire; First Vice-President, W. G. Cooper; Second Vice-President, Geo. T. Smith; Treasurer, I. S. Hare; Secretary, J. W. Barber. President McGuire announced the appointments for the ensuing years as follows: Marshal, W. L. Grubbs; Inside Sentinel, W. H. Clendenen, and Outside Sentinel, Geo. T. McKalip.

Charges from Division No. 59 against a member of the Division were read, but the same not being in legal form or in accordance with the Constitution and only being copy of same, not the original, the secretary was instructed to return same.

Claims for sick benefits were read from Bros. E. W. Hall, two weeks; H. L. Wolf, seven weeks; H. P. Deshong, four weeks; H. C. Whitesell, nine weeks, and E. F. DeWitt, three weeks, and P. E. Sweeley, four weeks, and on regular motions vouchers were ordered drawn for the amounts, which aggregated \$130.

The secretary then presented his resignation, to take effect August 1st, his duties at the office being such that with the immense amount of work in the position, he was compelled to work nearly every evening at home or the office, thereby preventing him from having any enjoyment whatever. A dispensation was ordered from President Powell to elect a successor at the meeting of July 21st.

Further amendments to the by-laws were read and laid on the table until the next evening, in accordance with the laws.

We were pleased to see with us Bro. Britton, of Falls Creek; Bro. Byers, of the Pennsylvania Railroad, and Bro. McCauley, of the B. & O., all new members. We hope they will visit us again.

Second regular July Meeting.

Division called to order by President McGuire. Petitions to the number of twelve were read and acted upon.

Sad news was received of the injury to Bro. S. J. Kelly and wife and the death of their son John. The boys were very sorry to learn of their misfortune. Bro. Kelly has been a long and staunch member of this Division, and only on June 24th transferred to N. P. System, Division No. 54. We hope they will both recover rapidly, and extend our sympathy to them in the loss of their son.

A dispensation was read from President Powell to elect a successor to Secretary Barber. Nominations being in order, Bros. Konenkamp, our ex-President, and W. G. Cooper were placed in nomination. Upon ballot being taken, the vote resulted as follows: S. J. Konenkamp, 47; W. G. Cooper, 24. Bro. Konenkamp was declared elected, and upon the office being tendered to him, he made a nice speech accepting the same.

Claim for sick benefits from Bro. J. E. Dickey was read and on motion voucher for four weeks' benefits was drawn.

Bro. F. H. McDowell was reported sick from July 10th.

We were sorry to learn of the serious illness of Bro. J. E. Kane, of Versailles.

Bro. E. F. DeWitt was reported as being on the sick list, and not much better.

One brother's dues were paid for the term ending June 30th, 1900.

President McGuire appointed Bros. Konenkamp, Grubbs and himself as an Auditing Committee to audit the books of the retiring secretary.

The Division was honored by the presence of President Powell, Second Vice-President Taylor and Organizer Swain. The business of the evening having been completed, the balance of the night was devoted to a talk by President Powell as to the welfare and success of the Order in general. The boys were delighted to meet with the Grand Officers, and they were kept very busy answering the numerous questions that were put to them. It was long after midnight before the meeting was over.

Bro. I. S. Hare, Treasurer, has just returned from a two weeks' vacation on the Lakes, feeling very much refreshed and ready for another year's work.

Bro. I. F. Dempsey, who has been working as claim clerk in the general freight agent's office of the A. V. R. R., expects to resume his duties once more on the Low Grade Division. There seems to be too much attraction in that vicinity to permit Bro. Dempsey remaining in the city and visiting our meetings as of old. We expect to hear something soon.

Bro. Robt. Hawk has just returned from a dip in the ocean at Atlantic City. Says this is the first bath he has had for one year.

The boys in this vicinity were pained to hear of the death of our old-time friend, Chas. Cooper,

who has been lineman for the B. & O. R. R. and the Western Union, who was killed while in the performance of his duty, at Hazelwood a couple of weeks ago. He was buried at his mother's home, Connellsville, Pa. Charley was well liked by all who knew him and his friends were legion. His fast friend, Lockhart, at Glenwood, and his chum, Bro. Dryden, attended the funeral and acted as pall-bearers. Bro. Lockhart is now taking up a subscription for the benefit of Mr. Cooper's mother, who is a widow.

Bro. C. H. Harris is now installed as agent at Wilson Station.

Bro. R. J. Beam has been suffering from a poisoned face the past two weeks, but is back again to his post.

Bro. C. H. McNutt, of Taylorstown, is enjoying a well-earned vacation at Ohio Pyle, Pa.

Bro. Charles Brady, formerly of the Commercial office, is now employed on the B. & O. near his home, and thinks he likes it much better for the summer time than in the city.

Bro. M. D. Ullery and ex-Secretary Barber and their wives expect to spend two weeks at Atlantic City the latter part of August. We expect to hear of a hot time for them, as they will no doubt enter into the spirit of fun as they do in their work, with all their heart and soul. We wish them a good time; they both deserve it.

Bro. S. H. Dally, Jr., of the Pittsburg Junction R. R., has returned from a vacation in the country. Dally looks well and seems to have enjoyed the rest.

Bro. G. H. Dryden expects to sail for Europe on the 15th of August, Paris Midway being his objective point. We wish you a lovely time, George. It is not certain yet, but Bro. F. M. Lockhart may accompany him, and if he does, you can rest assured all points of interest will be visited by them before they return to this country.

All members will please take notice that on and after August 1st, all communications and business in connection with this Division should be sent to Bro. S. J. Konenkamp, 2705 Jane street, Pittsburg, Pa., who was elected secretary at our meeting of July 21st.

Just received the sad information that Bro. J. E. Kane, who has been sick for quite a time, died Sunday, the 29th inst. No particulars have been received as to the cause of same or when the funeral will be held.

We were pleased to see the many new faces from along the Pennsylvania Railroad at our meeting of July 21st. The boys seemed delighted with their treatment and we hope they will visit us often.

Yours in S. O. & D.,

"JIMSEY."

To All Members, Pittsburg Division, No. 52:

Bro. S. J. Konenkamp has been elected Secretary of this Division, to take effect August 1st, 1900, and all communications, etc., should be

addressed to him at 2705 Jane street, Pittsburg, Pa.

J. W. BARBER, Secretary,
256 S. Highland Avenue, Pittsburg, Pa.

New York, Div. No. 44.

The first meeting in July was held on Wednesday evening, the 11th inst., with President P. H. Enright presiding, and thirty-two members present. The other offices were occupied by the regular officers.

Minutes of preceding meetings, June 6th and 19th, were read and those of June 6th adopted as read.

Six applications for membership were read and put through the proper channel; also transfer card from Division 74, issued in favor of Bro. F. A. Rogers, was accepted.

A voucher for postage, account S. & T. correspondence, was read and ordered paid.

Bro. R. E. Enright informed the meeting that Bro. J. J. Donohue, a member of Buffalo Division 8, was confined in a New York hospital and taking electrical treatment for consumption, and that the brother was in financial need of assistance, etc. Bro. R. E. E. had previously prepared tickets, numbering 1 to 100, and giving the purchaser a chance to win a bicycle. It is needless to say each brother present was willing to aid Bro. D. financially.

St. John's Hospital, L. I. City, sent a number of picnic tickets, requesting that we try and dispose of same. Bro. J. V. Luckett was appointed to take charge of these tickets, and that if he could not dispose of \$5 worth Division 44 contribute the balance. A secret ballot being necessary to dispose of funds for such purposes, which after vote was taken, was found favorable.

Numerous correspondence of vital importance was read. A circular emanating from the General Office received a great deal of attention and was thoroughly discussed, after which the Division's final action on the matter was sent to the proper parties.

Bro. C. G. Curtis, Past President, installed the officers for the ensuing term, selecting as marshal for the occasion Bro. G. W. Hilley. The ceremony was performed in a very creditable manner.

After all officers had resumed their respective stations, President P. H. Enright selected the following officers to act in their respective capacity for the ensuing term: Marshal, J. V. Luckett; Inside Sentinel, J. H. Dooley; Outside Sentinel, T. J. Stack.

The following visiting brothers were present: Grand Division Organizers J. A. Brandon and J. F. Swain; also Bro. Shingledecker, Division 52, and J. W. Hartman, a member of the Grand Division.

Organizers J. A. Brandon and J. Swain addressed the meeting. Organizer Brandon will work in the territory of this Division during the next two weeks.

Under good of the Order a "smoker" was indulged in.

July 26th was selected as the night for the initiation team's rehearsal. Meeting adjourned at 12:15 a. m.

Our second meeting in July was held on Tuesday morning, the 17th inst., with Deputy President T. F. Noon presiding, and sixteen members in attendance. Several officers being absent, the stations were filled as follows: Past President, James F. O'Rourke, and Second Vice-President, A. Bailey. Minutes of June 19th and July 11th read, and those of June 19th adopted.

On account of the last regular meeting being held only six days previous, the business for this meeting was very light and quickly disposed of.

The Deputy Officers for the present term were installed by acting Past President J. F. O'Rourke, and Bro. A. Bailey acting Marshal.

After the installation ceremony numerous important topics were discussed and a general good time was spent.

If the members who attend the day meetings keep up their active work they will in the near future equal the attendance at the night meetings.

Allow me to impress upon your memory again that the Division room is the place to air your grievance, if you have any, instead of telling it to the man on the corner, who cannot assist you, and certainly does not respect you for your disparagement of the Organization, which is your best friend.

A special meeting of this Division was called by President W. V. Powell on the 26th inst., to take under consideration matters of vital importance pertaining to the Organization. On account of being called to headquarters very suddenly President Powell could not be present. Nevertheless this did not mar the occasion. President Enright opened the meeting in due form at 8:30 p. m., with thirty members present.

The various subjects in question were thoroughly discussed and proper action taken upon the same.

The meeting adjourned at 11:30 p. m., after which the initiation team prepared for rehearsal of the initiation ceremony.

L. I. R. R. News:—

Bro. Geo. E. Swann will act as night towerman at Winfield Junction until September 17th, when the regular man takes charge.

We are pleased to notice that the purchasing department furnished union-made brooms, manufactured by the Amsterdam Broom Co., Amsterdam, N. Y.

Bro. C. A. Birs is still holding forth at Wading River.

Bro. Shingledecker, a member of Division 52, resigned and secured an agency on the C. R. R. of N. J.

At East Williston, Bro. T. F. Hayes holds on. Roslyn, Sister Minnie Gaffga and Bro. F. Cody handle the end of double track. At Glen Head, as I said previous, our friend, "nit." Sea Cliff, Bro. G. W. Lewis keeps things moving. Glen Cove, Glen St., Bro. J. D. Webster sells tickets, and at Nassau St., Bro. H. L. Hedger answers the calls, and Bro. Edw. Schlotzhauer we locate at Locust Valley, with Sister K. Hammond at the end of the line—Oyster Bay.

We are pleased to note four new recruits on the Oyster Bay Branch, thus making each station on that branch solid O. R. T., with the exception of Glen Head.

Bro. D. L. Zeek is now located at Miller's Place, on the Port Jefferson Branch.

Bro. J. H. Rogers, who recently returned from Colorado, where he spent some time for the benefit of his health, has been promoted to express agent at Lawrence.

Bro. Geo. H. Smith is relieving the agent at Port Jefferson for a few days.

Bro. H. P. Nicholson, formerly agent at West Deer Park, is now acting as relief agent during the summer at Rockaway Beach.

Bro. A. L. Marsh transferred from Lindenhurst to Sayville.

Bro. L. V. Helms, the genial agent at Smithtown, is quite a favorite with the old timers.

Bro. E. L. Whitman we now locate as operator and assistant at Greenport.

Bro. W. S. Peacock transferred to the agency at Bridge Hampton.

Bro. R. H. Baldwin, the genial and obliging agent at Cold Spring, is one of our new recruits.

We are pleased to inform you that Mr. Schuster, agent at Whitestone Landing, had the honor of entertaining the following operators, who carry a reputation well known to all: Curtis, Capach, Umstat, Swann, Thompson, Hinterleiter and Bird.

Bros. H. E. Place and Henry "Oliver" Easton, the "Simeo" twins and inseparable "Palm Leaf" sports, are now sojourning at Queens.

Bro. Wm. McEwen, formerly employed on the L. I. R. R., is now located at Lewistown, Pa.

H. J. Brown, the popular and accommodating agent at Queens, has patented an improved mail catcher and deliverer, by which a pouch can be delivered and one received at the same time by a train running at the rate of sixty-five miles an hour. This catcher was given a severe test by L. I. R. R., which proved a success in all ways. We hope to see all roads adopt this improvement in the near future. Accept our congratulations, "Brownie."

I again make special request to our brothers on east end that they try and send me a few items each month. Unless this is done it will be impossible to represent the members in these columns on the extreme end of the line. Kindly brace up, boys, and send it in. My postoffice address is Queens, L. I.

Div. Cor.

Assist Brother Donahue.

Bro. J. J. Donahue, of Buffalo Division No. 8, is under treatment for consumption at the Crote Clinic, (74 Madison avenue, New York City), coming here from Denver for that purpose about July 1st, last. Brother Donahue has been practically unable to work for two years past, and during that time has entirely exhausted his resources in a fruitless search for health, and at this time is almost entirely dependent upon the Order for such assistance as it may afford.

His own Division, (Buffalo No. 8), has just contributed \$20 and will do still more. New York Division No. 44, is raffling a bicycle which will net the sick brother about \$35. Philadelphia brothers have forwarded \$7.50, and a chain letter has been started, which is not doing as well as expected, owing to the fact that many of the brothers receiving same have failed to comply by writing three letters, or have overlooked the necessity of prompt action. About \$10 has been received from these letters to date, and I would urge that persons receiving such letters comply with same without delay.

Brother Donahue has always been a consistent, hard working, enthusiastic and generous member of the Order during his ten years of membership, ever ready to respond to any call of duty or benevolence, and the boys on the D. D. & W., (Buffalo Division), New York Central, (Hudson Division), Erie Railroad (Susquehanna Division), Jersey Central (Jersey Division), Nickel Plate (First District), East Coast Line (Florida), A., T. & S. F. (Rio Grande Division), and in the Postal and Western Union of New York and Chicago, will testify that none are more deserving than Jack Donahue, and will see that he has every comfort and assistance in making a last stand.

This new treatment for consumption by means of electricity, is meeting with considerable success, and indeed Brother Donahue seems much improved after one month's treatment. Expenses for treatment and maintenance is at least \$80 per month, and it will require at least three months further to effect a cure or determine whether further struggle need be made, and upon the success of the chain letter above mentioned, and upon the generosity of those who have read this, all hopes of continuing the fight depend.

Any funds forwarded to me will be promptly conveyed to Brother Donahue. Acknowledgement of all funds received will be made in the October or November number of THE TELEGRAPHER by Brother Donahue.

This is a most worthy case, and it is to the credit of the order that the principle of benevolence has ever been most loyally observed.

Yours in S. O. & D.,

R. E. ENRIGHT.

Cert. 172, New York Div. 44.

133 S. Felix St., Brooklyn, N. Y.

Williamsport, Pa., Div. No. 24.

N. C. Ry., Elmira Division:—

J. J. King, night operator and ticket agent at "K1," after a pleasant trip to the seashore with his "better half," has again settled down to the "brass" and "cardboards." We all looked for cigars, "JO."

P. & E. Junction is operated by two good, reliable men, Bros. Scott and Sturgis. Bill and "Sturge" both have troubles on their own.

H. A. Dale using his arm at Trout Run.

At Bodine is Mr. Connally, who watches for automobiles and keeps tab on local freight.

Ralston, Mr. J. J. Halloran, days. "Jack" likes Williamsport. Bro. Utz sleeps at night. Ask him.

Mr. A. Ebersole reigns supreme at Roaring Branch. "AD" is a "hot one" with his gun, and you always find him at the shoots.

At Penbryn, the famous summer resort and sulphur springs, are Bro. Hayes, days, and G. E. Andrews by the light of the moon. "Mose" seems to take a good many trips up the "string" lately. Wonder where?

Canton is in charge of H. A. Berry at the present writing. He uses his lungs and guitar strings, and sometimes you are able to hear his musical twitter on the wire. Harry don't like the idea of working when all good people sleep.

Pro. Gitchell, days, at Cowley, lustles out the dairy and farm products, and F. K. Graves helps the chickens get to roost, and "does the wire" at night.

At Troy is W. Pettengill, who keeps things neat and clean and sees that the passengers get "all that's coming to them." Bro. Elliott, the "owl" at present.

Mr. Vickery, at Col. X Roads, dishes out stock and keeps the wire warm.

Gillett, Bro. Youmans, who came from the West. He is O. K., and we are all glad he did. The night man at present is A. S. Hildreth, from the Canandaigua Division. He will tell you how they do things up there.

J. G. Pettengill, at "BN" (Elmira Shops), sells cigars and rattles "brass" and "chink" all day. He's been there a long time, too. The yard men at night are kept awake by the poet and songster, M. O. Cheney, the "short" man, with his tuneful voice and eloquent speeches. He's a "bird." We have all been wondering why some of the gentler sex have not captured him. How is it, "MO"?

M. Morgan is the genial third trick operator at "QC," (Superintendent's office). "Billy" Mason, with his "Yost," catches the drops from No. 4. They are both all right, and we want 'em.

C. A. Miles also at "QC," days.

M. M. Shannon, chief dispatcher, is an all-around hustler and has no trouble in making or keeping friends on the wire.

E. S. Harding, our all-around jolly train runner, is always good-natured and ready for a round or two with the gloves. "Scott" is all

right, and has the good will of all the boys. He's little, but oh, my!

J. B. Banks, second trick dispatcher at "AY," cuts grass and uses his bike quite a little lately.

G. W. Briggs and B. G. Sarvey, third trick dispatchers, keep the wires warm during the "small hours." "BR" used to be strictly with us. How is it now, Geo.?

We are all pretty well satisfied that we are getting "all that's coming to us."

A good many on the Division have partaken of matrimony "in the first degree," and have settled down to the comforts and duties of life.

With good treatment and three square meals a day we cannot kick. The boys are after a few days' recreation just now, and all the extra men are busy. We wish everyone would come along and help us out in this cause, especially the boys on the other Division.

Let us all put on a full head of steam and push our end along. "God helps those who help themselves."

CERT. No. 59.

Philadelphia, Pa., Div. No. 30.

In the last issue (July) we note particularly the James River Division of C. & O., Division No. 40 letter on page 576, which might be called to the attention of our non-members especially. A few sketches throughout the same might prove interesting to those gentlemen whereabouts, and on the upper right hand corner of the next page you will find record of an instance where a "father's error brought about a son's misfortune."

The Southern Pacific, too, might be quoted. Hereon we find a class of telegraphers who are men. Any telegrapher and non-member who knows anything of the history of the good accomplished through organization on this system should blush for shame. Certificate 10411 says, in part: *The officials of the company have treated us well, have met us in a spirit of fairness, and have assured us there would be no objection or discrimination because of membership in the Order. * * * We feel that those who have "gone before" have borne the brunt of battle, have been successful, have removed the obstacles, one after another. * * ** Dear reader, right here we find a lesson for "indifferent people." What is plainer? Any place or on any road. Who should be afraid or even ashamed to belong to such an Order as ours—theirs? Hereabouts, perhaps, the obstacles above referred to have not been sufficiently removed. May be or may be not, but this is not always *their* reasons for remaining alone. It costs 75 cents per month you know. Nine men out of every ten spend this much, and more every month, in a way other than they ought to, and no good results. Such people are to be pitied rather than despised. Educate them when you can, but do not coax them. *They need their money*, but they would like more.

Div. Cor., Div. 40 and Cert. 10411 will please pardon the "agitator" who has trespassed upon

your labor. Brothers, scatter your TELEGRAPHERS abroad where they may be read, but necessarily they may not be sent to China, for instance.

Labor has lost a dear and faithful worker in this city in the person of George Chance. Death came upon him early last month after an illness of several weeks. He was the champion friend of our esteemed Bro. Jerry N. Weiler during his battle with the Weiler bill going through the Harrisburg Legislature, which was in the interest of organized labor in this State, and although passed, has recently been declared unconstitutional by the Superior Courts. Mr. Chance had a printing establishment on Thirteenth, near Market, was prominently connected with the Typographical Union and was President of the United Labor League in this city, besides being otherwise conspicuously connected in the labor movement. His death leaves behind a gap that will not soon be filled.

It has just been learned that the Schedule Committee on the B. & O. has met with encouragingly brilliant success. While this is going to print the agreement is before the management, and is about to be signed. Success to the B. & O.

A request is here made of the membership to look about and see what can be done towards securing a MXLZU1FMZI, permanent or temporary, without much inconvenience or expense, and a W11LXL1ZAA. This is necessary and the Secretary petitions so. Write him.

Labor Day has its charms. Why are not we interested?

N. Y. S. & W., W. B. & E. Division:—

As I fail to ever find notes or anything pertaining to the interests of our boys along this line I will endeavor to show a few of our brothers' lay-outs.

At Plains we find Bro. Hunt.

At Yatesville, Bro. A. N. Keim.

At S. C. R. R. Junction, Bro. T. W. Loftus playing the "owl act."

At Ash Gap, Bro. Carson is agent.

Half Moon, Bro. McGrath.

Reeders, we've Bro. Smiley.

At Bartonville, Bro. Metzgar.

Still Water, Bro. J. J. Carson.

At Sparta Junction we find Bro. Lynch, nights, asking for "23" and "77."

The new tower at Hackensack is held down by Bro. Munson.

At Middletown we find Bro. Swartz.

Bro. W. H. Carson, agent at Ash Gap, is taking a month's vacation, while operator Bro. Metzgar, nightman from Stauffers, is filling his position. Extra Opr. Rittenhouse is holding down Stauffers until his return.

The local freight wreck at Bartonville kept Bro. C. M. Metzgar awake all night. Bro. "CM" reports a bad cold over it.

At the B. of R. T.'s excursion to Echo Lake, N. J., July 22d, were a number of our brothers. All enjoyed a good time.

Bro. Loftus, operator at S. C. R. R. Junction, came near leaving us recently, but think the attractions there were hard to part with. How about it, Tom?

Hoping to hear from some of our brothers next month I will cut out.

Yours in S. O. & D.,

CERT. 218.

B. & O., Philadelphia Division:—

Taking effect August 1, 1900, Locust Street tower gets the third man, making it eight hours and \$65 per month.

Wharton Street, a \$5 raise and twelve hours. Night man Bro. Whitley received \$5 increase, making day and night job the same, at \$55 per month.

All offices where passing sidings, received \$1 increase per month.

Mount Royal gets the third man at \$60 per month.

Bro. H. A. Smith, first trick; P. J. Powers, second trick, and Bro. B. K. Swarr, third trick, Locust Street tower, straight work.

Bros. Corniff, Hunter and Hurdle swing tricks week about at Mount Royal.

Opr. Dill takes Powers' place at Wharton Street, with Bro. Overdorf to reap some benefit, it is said.

The agreement is said to be as near alike to the B. of R. T. contract as can possibly be, and if this proves to be the case everybody alike will gain some benefits.

Bro. Seibert's wife has been appointed agent at Carpenter, Del., taking effect August 1st. Bro. Seibert will go there as operator at night as soon as Miss King returns to duty. He is now on daylight in her place at 24th and Chestnut streets.

Bro. Brannon takes Race Street office at night.

P. R. R., Philadelphia Terminal Division:—

It is said Bro. A. P. Stevens visits B. & O. headquarters occasionally.

Bro. Tom Higgins, from Providence Division, passed through this city recently on his way to his home in Altoona to spend his vacation.

Our electrical friend, Bro. Wim Wilson, just returned from a short vacation spent in Vermont. Driving and boating was his greatest pleasure. There was something else, but he would not talk of it.

Bro. and Mrs. J. A. Donohue are going for a short stay at the Delaware Water Gap.

It is suspicious that Bro. H. Brown is going to join the benedicts this fall. It is suggested that someone give him a broom.

The new tower at South street is about to go in service.

A vacancy was made at "WP" recently by an operator resigning to take a position on the Southern.

Bro. Bill Frazier has returned to duty after an extended vacation.

"A" tower has just been renovated, and the brush artists left a good effect. The yardmaster's office downstairs was enlarged.

Invitations are extended for better representation of this Division herein.

P. R. R., N. Y. Division Notes:—

With three coming in and several promises we may expect to accomplish something in the future towards furthering the interests of the profession on this Division. We have had a number of requests for THE TELEGRAPHER, with which we will endeavor to comply.

With the 16 to 1 all up the alley this month the regulars took to the woods, with the result of the reserves being called into action. Some of the cooler heads made a few doubles with no kick coming, but all these embargoes will be removed when we get down to business. Our eight-hour O. R. T. panacea, with two days a month off, will do the "biz," so come together and take advantage of your opportunity. Capital in its own interests has decided labor has certain rights. Arbitration is the question of the day. We know you would wish for a little simple justice, so we want your support morally and financially. Don't lose sight of this bald fact.

The East is the home, or at least one of the homes, of organized labor, of which our O. R. T. is one of the strongest organizations. A membership in it is never a loss. Through intelligent effort it has accomplished much. We believe the time is opportune for action on your part.

CERT. 254.

To All Concerned:—

You will please note change in my address to read as follows: James Hutton, Secretary and Treasurer, No. 1463 Wilton street, Philadelphia, Pa. This is in the rear of my former address. Any member not having paid his dues for the present term, beginning July 1st, should endeavor to do so at once. You should read carefully Section 38 of the Statutes, and be governed accordingly. This also includes your Journal. Your name is removed from the mailing list for same after being sixty days in arrears, consequently this (August issue) will be the final one you receive until dues are paid in full. If you wish to prevent this, write me. If not already attended to, please secure your Southern Ry. assessment receipt from St. Louis at once. This refers to brothers holding membership previous to April only.

Yours in S. O. & D.,

J. HUTTON, S. & T.

You are hereby specially requested to forward items of interest for this column to your Secretary and Treasurer previous to last day of each month from your respective R. R. Divisions, and greatly oblige. Yours in S. O. & D.,

DIVISION CORRESPONDENT.

Grand Division

OFFICIAL DIRECTORY.

General Offices, St. Louis, Mo.

GRAND OFFICERS:

W. V. Powell.....President
St. Louis, Mo.
M. M. Dolphin.....First Vice-President
St. Louis, Mo.
A. L. Taylor.....Second Vice President
St. Louis, Mo.
H. B. Perham.....Secretary and Treasurer
St. Louis, Mo.

BOARD OF DIRECTORS.

C. Daniel (Chairman), Kimball House, Atlanta, Ga.
S. C. Mahanay (Secretary), Sherwood, Mo.
L. A. Tanquary, Cuchara Junction, Colo.
A. O. Sinks, Box 276, Portland, Ore.
F. J. Reynolds, Calgary, N. W. T.

ADVERTISING.

All matters pertaining to advertising will be referred to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. W. V. Powell, President, St. Louis, Mo.; H. B. Perham, Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairmen. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Local S. & T., Drayton, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

No. 2, WASHINGTON, D. C.—Meets 1st Saturday in each month at Society Templars' Hall, 5th and G Sts., N. W., Washington, D. C. E. F. Broome, Local Pres., Benning, D. C.; V. Marcinkowski, Local S. & T., 813 6th st., N. W., Washington, D. C.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman, Local Pres., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m. at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Local Pres., Oaks, Montgomery, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairmen, E. T. Nickel, G. C., Amsterdam, Mo.; P. H. Williams, Local S. & T., Amaret, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Millard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Local S. & T., Wood River, Neb.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local S. & T., 835 Elk st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. W. B. Dobbins, Local Pres., North Vernon, Ind.; J. E. Hudson, Local S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. H. Morris, Local Pres., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.

NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Local Pres., Orano, Me.; E. L. Keyes, Local S. & T., Great Works, Me.

NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., at 619 6th st., Parkersburg, W. Va. P. Costello, Local Pres., Belpre, Ohio; G. J. Steurer, Local S. & T., 626 Depot st., Parkersburg, W. Va.

NO. 13, DULUTH, MINN.—Meets 3d Sunday of each month at 8 p. m. at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Local Pres., 1620 Oaks av., West Superior, Wis.; D. A. Short, Local S. & T., 1620 Oaks av., West Superior, Wis.

THE RAILROAD TELEGRAPHER.

- NO. 14, ROANOKE, VA.**—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Local S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.**—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shepheld, Local Pres., Alexandria, Ont.; F. S. Griffin, Local S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer; P. D. Hamel, Asst. L. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.**—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Local Pres., Niagara Falls, Ont.; B. Knight, Local S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.**—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. J. B. Coniff, Local Pres., 1206 Guilford ave., Baltimore, Md.; J. B. Finnan, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.**—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.**—Meets on the 3d Monday each month at 8 o'clock, p. m. W. H. Phillips, Local Pres., Cotton Belt freight office, Fort Worth, Texas; C. A. Burton, Local S. & T., 704 S. Rusk st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.**—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, Local S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.**—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. E. F. Shields, acting Gen'l Chairman, 142 S. Williams st., Dayton, O.; A. C. Bushaw, Local S. & T., 1617 E. Fifth st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.**—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; L. D. McCoy, Local S. & T., Gibson Station, I. T.
- NO. 23, TOPEKA, KAN.**—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. A. B. Harding, General Chairman, Williamsburg, Kan.; J. A. Newman, Local S. & T., Wichita, Kan.
- NO. 24, WILLIAMSPORT, PA.**—Meets 1st Wednesday of each month in Wightman Block, No. 22 West 4th st., Williamsport, Pa., and on the 3d Friday of each month on third floor Postoffice Building, Main st., Lock Haven, Pa. A. T. Mulhern, Local Pres., Farrandville, Pa.; N. F. Braucht, Local S. & T., McElhatton, Pa.
- NO. 25, PALESTINE, TEXAS.**—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Local S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.**—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. D. Wright, Jr., Local Pres., Brunswick, Md. C. D. Shewbridge, Local Pres., Keep Tryst, Md.; E. L. Harrison, Local S. & T., Brunswick, Md.
- NO. 27, LOUISVILLE, KY.**—Division covers the Louisville, Evansville & St. Louis Railroad System. Meets subject to call of Chairman. E. P. Roach, Gen'l Chairman, Germantown, Ill.; Jos. Watchinger, Jr., Local S. & T., Bartelo, Ill.
- NO. 28, PEORIA, ILL.**—Meets 3d Sunday afternoon at 2:30 at Odd Fellows' Hall, 122-124 S. Jefferson st., Peoria, Ill. J. R. T. Auston, Local Pres., Peoria, Ill.; F. M. Widmeyer, S. & T., 604 Ravine av., Peoria, Ill.
- NO. 30, PHILADELPHIA, PA.**—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Local Pres., 1225 Sansom st., Philadelphia, Pa.; James Hutton, Local S. & T., 1463 Wilton st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.**—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; Jas. F. Burnett, Vice Gen'l Chairman, 1206 W. Markham st., Little Rock, Ark.; Sidney C. Mahanay, Local S. & T., Sherwood, Mo.
- NO. 32, ST. LOUIS, MO.**—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. A. R. VanGeisen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.**—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.

THE RAILROAD TELEGRAPHER.

- NO. 36, ANDOVER, O.—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Local Pres., Williamsfield, O.; T. D. Dellmin, Local S. & T., Gen. Del., Youngstown, O.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Galion, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Tuesday evening at 8 o'clock at N. E. corner Broad and Third sts., Columbus, Ohio. L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 727 N. 3d st., Saginaw, E. Side, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 1st Wednesday evening at 8 p. m., 3d Tuesday morning at 10 a. m., of each month, Brotherhood Hall, cor. Third st. and East av., Long Island City, N. Y. P. H. Enright, Local Pres., 746 Sterling place, Brooklyn, N. Y.; J. F. Hinterleiter, Local S. & T., 149 5th st., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coalton, Ohio; H. C. Mitchell, Local S. & T., Uniapolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. S. Hill, Gen'l Chairman, Montrose, Colo.; L. A. Parkhurst, S. & T., Room 6, Union Depot, Pueblo, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B, Portland, Ore.; A. O. Sinks, Local S. & T., Box 276, Portland, Ore.
- NO. 51, GROVE CITY, PA., Division covers P., B. & L E. Ry. System. Meets subject to call of Chairman. William A. Gorton, Gen'l Chairman; B. E. Crouch, Local S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. S. J. Konenkamp, Local Pres., 2705 Jane st., S. S., Pittsburg, Pa.; J. W. Barber, Local Sec'y, 256 S. Highland av., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 20 Eddy st., San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, Roseburg, Ore.; E. F. Wolever, Asst. Gen'l Chairman, territory west of El Paso, Texas, Boewawe, Nev.; W. R. King, Asst. Gen'l Chairman, territory east of and including El Paso, Texas, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View, Sta. L, San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. J. F. Coleman, Acting Local S. & T., Wickes, Mont.
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; J. W. Girt, Local S. & T., Navarre, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; W. H. Harris, Local S. & T., care H. & T. C. Frt. Depot, Fort Worth, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3 floor Western Union Bldg., 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemoor, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.

THE RAILROAD TELEGRAPHER.

- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacock, N. H.; J. C. Miller, Local S. & T., 46 Summer st., Chelsea, Mass.
- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; H. F. McDonald, Local S. & T., Pocatello, Idaho.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blaia, Local Pres., Causapcal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. J. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m.; K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnellton, W. Va.; E. J. Shaughnessy, Local S. & T., Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d and 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Local Pres., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Offices, Ogden, Utah; C. N. Custead, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; D. G. Hurley, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m. at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday evening of each month at 8 p. m. on 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 526 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av. 3d floor, Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; J. P. Mercer, Local S. & T., East Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago and Northwestern Railroad. Meets subject to the call of Chairman. E. R. Cram, Gen'l Chairman, Sugar Bush, Wis.; C. A. Ransom, Local S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 79, PINE BLUFF, ARK.—Meets 2d Tuesday evening each month at 8 o'clock. W. J. Williams, Local Pres., 306 Laurel st., Pine Bluff, Ark.; W. T. Dickey, Local S. & T., Altheimer, Ark.
- NO. 80, NEW HAVEN, CONN.—Division covers the New York, New Haven and Hartford Railroad System. Meets subject to call of the various Chairmen. John W. Allen, Gen'l Chairman, No. 7 Weir st., Taunton, Mass.; D. W. Dean, Local S. & T., Box 226, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Colo.; I. G. Beverlin, Local S. & T., Woodland Park, Colo.



THE RAILROAD TELEGRAPHER



PUBLISHED AT ST. LOUIS MO.
BY THE ORDER OF RAILROAD TELEGRAPHERS.

The Key to the Situation



A slight pressure of one finger on the shift key of the

Remington : Typewriter

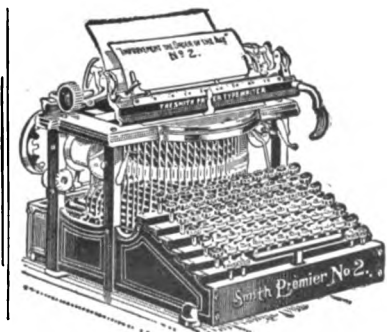
brings all of the capitals under your hands. No duplicate set of keys to remember. No continual reaching after distant keys.

This fact, and its easy springy touch, enables Remington operators to write more and write longer, with less effort and less fatigue than the users of any other writing machine.

Higher Education in Typewriter Operating.

THE SMITH PREMIER.

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**THE WORLD'S
 GREATEST
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 TYPEWRITING
 MACHINE.**
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❧ ❧
**IT HAS—
 THE
 PERFECT
 KEYBOARD.**
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Keys on the Smith Premier are in straight lines. No zigzag arrangement to hinder the movement of the fingers up and down the keys, which should be automatic. The touch on the Smith Premier is light and absolutely uniform.

ON THE SMITH PREMIER TYPEWRITER ONE STROKE only for each character. On single keyboard machines TWO STROKES are required to print one-half the characters. The Smith Premier has the easiest keyboard to learn, and the surest and most satisfactory to operate. Write for information.

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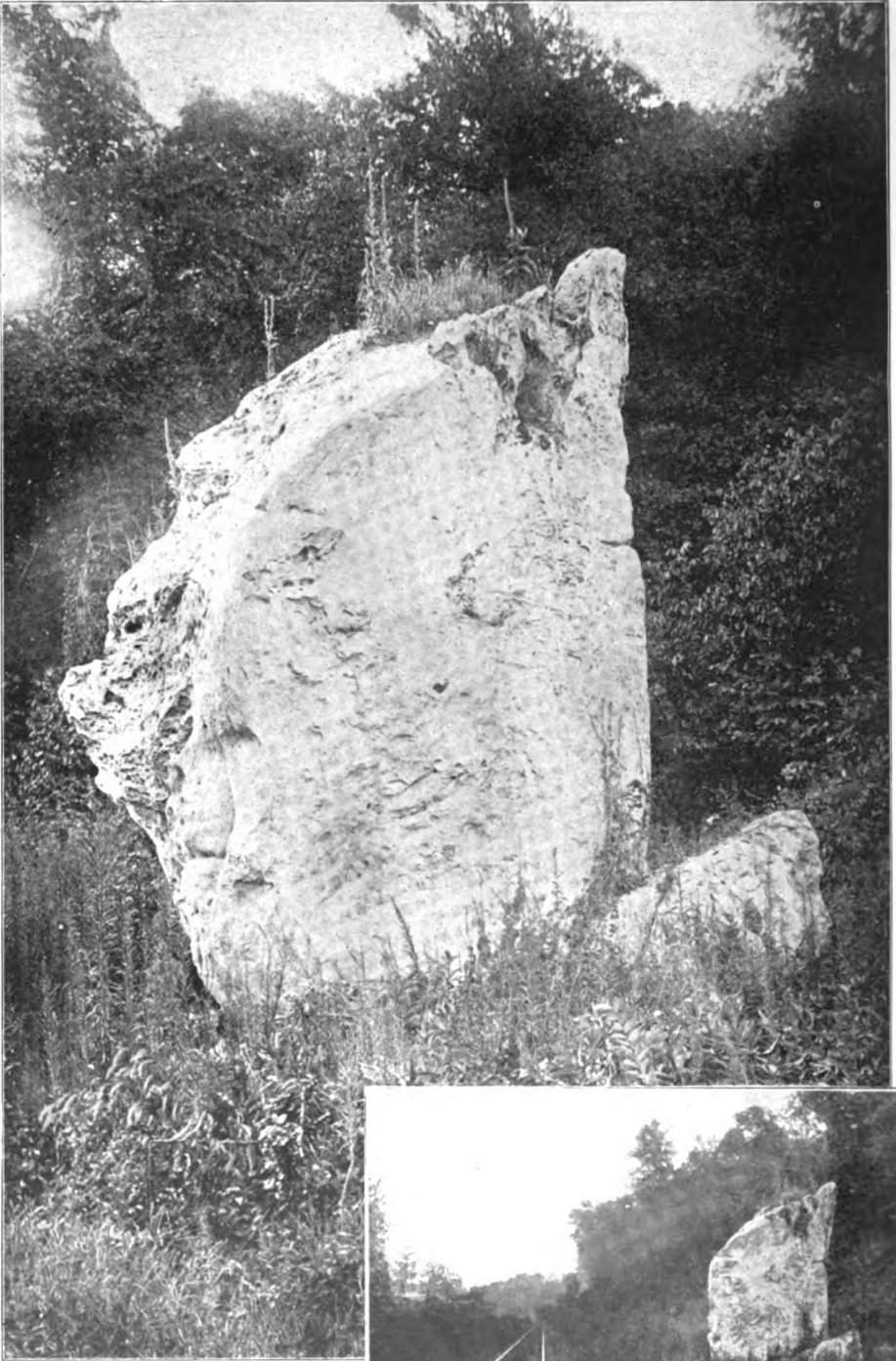


Photo by Danvers, St. Louis.



"ROCK OF AGES,"

Between Portland and Mokane, Mo., on the M., K. & T. Ry.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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VOL. XVII.

SEPTEMBER, 1900.

No. 9.

EDITORIAL

CLASS LEGISLATION.

A NEW and interesting theme recently touched upon by *The Railway Age* is that of labor being the beneficiary of class legislation. Labor publications have been asserting for many years that labor is the sole source of wealth, and the product of labor belongs to him who creates it. The arguments brought to bear in support of these assertions have never been refuted, and the more intelligent of the working people have come to look upon them as unanswerable.

The only people who seem to be impervious to the reasoning adduced are those whose self interest would be endangered if the truth were admitted. In olden times the aristocracy made the laws, and while they enjoyed unlimited power in this direction, they carefully arranged for the permanent enslavement of the masses, and they did it in a most polite and gentlemanly manner. It was class legislation of the worst form, and far-reaching in its terrible

consequences. It is directly responsible for the increase of poverty with the increase of wealth, and the jails and insane asylums are crowded with men and women who could bear witness to the baleful effects of aristocratic and unjust enactments. The ancient robber barons are the forefathers of those well favored people of modern times who hold land out of use by means of paper titles while the labor market is crowded with men competing with one another for a job. As land is a prime necessity to human life, as much so as air and water, it was not well meaning persons who devised a plan to monopolize it, and make others pay for the use of it. They were the originators of class legislation, from whose evil consequences men have been trying to free themselves ever since, but without avail. It is clearly evident that it was not poor working people who made such enactments.

The same species of injustice can be discovered in many other man-made statutes:

in fact, the statute books are full of them. Observe the laws relating to the debtor and creditor. If a man owes \$500, and has goods valued at \$2,000, but not enough actual money to pay his debt, the creditor can sell that man out, and sacrifice \$2,000 worth of property to satisfy a debt of one-fourth its value. Did the poor man have anything to do with framing such an enactment?

Taking these things into consideration, the ingratitude of the beneficiaries of labor, the innate meanness of the class who control the things that are not theirs by right, is a marvel.

With such enormous advantages assured them by the law, it is reasonable to suppose that they would be willing to pay good wages, and allow the quickening intelligence of labor some latitude. But, no. The giant that built the railways, the engines, the palace cars, that erected the cities, and by whose labor the foodstuff for the world is produced, is treated with contumely by the class who have seized upon his product by force of cunning, and who uncereemoniously cause him to be cuffed into submission whenever he evinces a disposition to inquire into things, or resist manifest injustice.

The *Railway Age*, published in the interest of the employing class, complains that laws are being enacted calculated to benefit labor at the expense of capital. It says:

"In discussing the assumed conflict between labor and capital, all fair-minded men agree that the laws which are adopted should be equitable and just to both sides—that capital should not be permitted to oppress or wrong labor; and that labor should not be allowed, under the protection of law to injure employing capital. The constitutions of the United States and of the individual States pronounce strongly for the equality of all men under the law, and therefore oppose class legislation for any. As some of the States put it: 'All laws of a general nature shall have a uniform operation. No law shall be passed granting to any citizen or class of citizens privileges or immunities which,

upon the same terms, shall not equally belong to all citizens.'

"Has that equitable principle been maintained in the United States? Has not the increasing tendency, in State legislation especially, been to restrain and threaten capital on the one hand, and to unduly protect and favor labor, on the other; to diminish the legal rights of the employer and to increase those of the employed, so that the scales of justice hang unevenly? That capital has been greatly legislated against is matter of public knowledge, but that there has grown up a body of legislation giving special rights and immunities to classes of citizens simply because they work for wages, is not so well known."

It is a question of "who struck the first blow." To set the matter right, we must go to the bottom of the thing. Capital has for ages legislated against the interests of labor, and has practically everything its own way at present time. The privileges that enrich a few and impoverish the many are already in its possession, and they are amply protected in their "vested" and other kind of rights by the strong arm of the law.

Labor will legislate capital as an employing and destroying function out of existence in due time, not as a means of retaliation, but that justice may be established.

Mr. W. C. Cochran has written a couple of articles in the *Bibliotheca Sacra* calling attention to the progress of class legislation that favors the wage earner as against the capitalists. The statute books of nearly all the States are cited for examples. New York, for instance, passed a law that all stone used in State or municipal work must be dressed upon the grounds where the work is carried on—the purpose, of course, being to protect local stonecutters from competition by any other locality. So the stonecutters of New York were benefited at the expense of all other classes of the community and of men of their own craft in adjoining States. Several of the States have passed laws requiring owners and operators of coal mines to weigh the coal before screening, and pay the miner on such weights, forbidding them to make contracts for the payment per ton for screened coal.

As other examples of special legislation, the author referred to says: "We have laws exempting the wages of the employes from attachment; laws making the claims of employes preferred claims in case of the insolvency of their employers; laws subjecting the stockholders of corporations to individual liability for the debts of the company to its employes, although the stock is fully paid, and no other creditors are allowed to force their claims in that way; and laws making the claims of employes a first lien upon the franchises and property, real and personal, of their employers, ahead of all mortgages, deeds of trust, and other liens, no matter how much older in date."

Laws have been passed in many of the States compelling certain classes of employers to pay their employes every week, in cash, under penalty of fine or imprisonment.

And so forth. As all these things are but a bagatelle in comparison to what labor is clearly entitled to, the complaint about unfair legislation in labor's interest is but another instance of the ingratitude of labor's beneficiaries.

It is encouraging to note that labor is going into the law making business, and it is safe to predict that before it gets through, everyone will get what is due them, no more, no less. The giant is moving with slow and faltering steps, but in the right direction.

RAILROAD EMPLOYES IN POLITICS.

WHILE some railroad officials are promulgating orders prohibiting their employes from running for office, and probably at the same time preparing printed circulars instructing their men how to vote for the best interests of their employer, a movement of an entirely opposite character is in progress elsewhere. For instance, in Colorado, a Congress of Railway Organizations has been effected, with the sole object of making the influence of the railroad employes of the State felt in politics. The officers of this organization are:

President, W. J. Martin, O. R. C., Colorado Springs; Vice-Presidents, George E. Wright, O. R. C., Denver; W. L. Dick, Switchmen, Colorado City; L. A. Parkhurst, Telegraphers, Pueblo; J. W. Rice, Engineers, Denver; J. A. Roderick, Firemen, Pueblo; Charles Tolman, Trainmen, Pueblo. Financial Secretary, E. J. Traubman, Trainmen, Pueblo. Corresponding Secretary, Avery C. Moore, Denver.

These people are simply exercising a right they have under the Constitution of the United States, but without the powerful influence of perfect organization, they would probably never have been allowed to exercise it. Such movements are being made by the more intelligent railroad employes all over the country, but more especially in Pennsylvania in the East, and Colorado in the West. The indications are that railroad employes are going to be heard from in our legislative halls more frequently in the future than in the past.

Judge Galligan, who is candidate for the Supreme Bench of Colorado, and a member of O. R. T., Division No. 49, made a speech recently that has the right ring in it. He said:

"Unions have done a great deal of good for the brain and the brawn of this country. They are great schools; great educators. It is mostly among those who do not understand that prejudice exists against them. Strikes alone have made them unpopular, but let it be remembered that strikes are not functions of labor unions. They are not organized for any such purpose. We are opposed to strikes. In fact, unions have prevented more strikes than have ever been caused by their members. Unions are not only a benefit to the employee, but they are also a benefit to the employer. For instance: If the officers of the Rio Grande system had it within their power to abolish unions by a single order, a single word, a single stroke of the pen, they would not be abolished. Unions give them better men, better service, and more stability in the operation of their road, than they otherwise would have. Now, you who are not informed, go to the President, go to the General Manager, go to the General Super-

intendent of that great system, and in every instance you will be told that they favor labor organizations and would not destroy them if they could.

"Unions have made mistakes, but what individual or association has not?

"Railroad employes are interested in the success of their road. They should not do anything that would have a tendency to embarrass or cripple it. They desire to see the road prosper, and they want to prosper with it. As the employer and the employe come to know each other better, they understand that their interests are mutual. The older a union becomes, the less danger there is of its members permitting a strike to take place. For instance, among the engineers, the oldest railroad organization, strikes are almost unknown. They most strongly oppose strikes. Were unions out of existence, strikes would be very much more frequent, with the resultant injury and demoralization to business which follows in its train.

"As you belong to railroad organizations, I speak more particularly of railroad men. You are worthy to be cherished in all our hearts. You make good citizens and good soldiers as well as good railroad men. Your sympathetic souls exult in all the good to all mankind. You are among the most unselfish and self-sacrificing persons. Only a short time ago I read of one of your members sacrificing his life to save a little child that had toddled on to the railroad tracks in Denver and was about to be run over and killed. The child was saved, but at the cost of this rugged, but noble life.

"During the last two days, by your indorsement, and of the things said of me, I cannot conclude without returning to you my sincere and heartfelt thanks. Should I be exalted to the high and honorable position to which I aspire, the Supreme Bench of this State, I assure you that it will be my sole aim and purpose to do my duty, my whole duty, and nothing but my duty. In the administration of the official responsibilities appertaining to it, I will always act with fairness and impartiality and be governed alone by the law and the facts.

"I feel that 'life is ended when our honor ends.' I also appreciate that 'a public office is a public trust,' and as an officer should be the servant of the whole people, not their master; doing equal and exact justice to all. All power and authority given him should be held in trust for all the people, for all humanity, but aside from that, let me say in conclusion, that through the good in unionism I hope for better things; for there is much good in unions.

"They bring the employer and the employe closer together, and as most of the troubles in this life arises through misunderstandings, as they come to know each other better they will appreciate each other more, and an era of good fellowship will set in."

To all of which good union men say, Amen. The people in other walks of life will never have cause to regret that the railway employes of the country have resolved to exercise their political privileges, if such sentiments are kept to the fore.

THE INVENTOR AND THE WAGE-EARNER.

IF some scientific person happens to discover a method whereby the gigantic forces that surround Mother Earth can be harnessed to do all the hard work, what will become of our present social and industrial system? The rapid increase in labor-saving devices of modern times, has had the effect of making fortunes for a few, penniless wanderers of many, and a wide feeling of unrest among all wage earners. This is not as it should be. Under a correct and equitable system, every new labor-saving device would be hailed with joy by all classes, and blessings instead of curses fall on the inventor.

To speak candidly on a delicate subject, no one really desires to perform what is known as laborious work, however much he may prate about the nobility of labor. The man who talks about it usually thinks it is a good thing for the other fellow, but carefully avoids it himself. The poor man out of a job with a family depending upon his efforts may think he wants work,

but in the last analysis he is mistaken, he simply needs what work produces. If he owned the requisite machinery to supply his necessities he might take exercise, and thereby grow physically and mentally, but it is safe to say that he would not engage in laborious tasks that shorten life and dwarf the soul.

When we consider the forces at play around the earth's surface, as it rolls along its course through space, that are not being utilized, not particularly referring to the movement of vast bodies of water seeking their level, a power by the way sufficient in itself to do the work of the world if properly applied, but to the dynamic currents of the sun in which the earth moves and has its being. It is beginning to be appreciated that there is a force running to waste there that is beyond the power of man to calculate.

Many investigators have pursued this idea to some extent, but up to the present time have not been able to find the proper application of their theories.

In this connection, Doctor William Culver, of Washington, D. C., has invented a wonderful device, called "The Pan Helio Motor," for concentrating, utilizing and storing the heat of the sun's rays. The doctor has been experimenting in a quiet way for thirty years on the solution of a problem that, next to perpetual motion, has, perhaps, been considered well-nigh hopeless by an army of previous experimenters. But only after thirty years the doctor, with the proverbial modesty of the man of science, is willing to exploit his invention and discovery. He says: "I know I have solved the problem of the direct conversion of the sun's rays into heat that can be utilized on a far cheaper commercial basis than coal. I have also devised a method for the storage of this heat, so that it can be used at any desired time and place. I feel that beyond a doubt I have settled forever the question of the actual commercial harnessing of the direct rays of the sun and of their conversion to the use of man. The process I have invented is a distinct departure from anything which has ever before been attempted by men working in

my line. My methods are the acme of simplicity. No complicated and costly machinery is used in a single portion of my invention. Once my machine is built, it will last practically indefinitely, and so long as the sun continues to give light and heat to man, it will labor in his behalf. There is no limit to the intensity of the heat I can generate."

Those who accept the dynamic theory of the sun as outlined by Rogers will perceive that the Doctor is delving into a very interesting subject. The idea that heat comes through intensely cold space direct from the sun, and that that body is kept ablaze by planets falling into it, although stamped with the "Hall mark" of high authority, is an absurdity that has been the means of barring progress along this line of investigation for many years. There is good reason for believing that what we call the sun's rays are manifestations of power and life force, aside from heat and light, but whose subtle qualities are little understood.

When we have learned to harness these forces to do the work necessary for human subsistence, it will be for the benefit of all mankind instead of a few Lords of Creation, and the man who is now the wage earner, and the one who calls himself the inventor, will be brothers indeed, for the labors of one will help the other, instead of furthering embarrassing him as at present.

RAILROAD OFFICIALS AND TELEGRAPH STUDENTS.

THE Pennsylvania Railroad Company has put itself on record as being opposed to women being employed as telegraphers. In a circular notice just issued by the executive officers, the teaching of women students is prohibited. In addition to placing a barrier against women, the circular makes it necessary for all telegraph students to pass a rigorous examination. The following is a copy of the order:

"In future, telegraph students will not be permitted in any office of this company without written permission, and the following requirement must be observed:

"Applicant must be between the ages of 17 and 25 years, and of the male sex.

"He must file a formal application and pass the required physical examination, including the tests of sight and hearing.

"An applicant who has been in the employ of another party shall fill and sign the authority to furnish personal record on the letter of inquiry. An applicant who has not been previously employed must furnish references as to character.

"He must have sufficient education and intelligence to perform the work required, and be of gentlemanly appearance and good address. Preference will be given to citizens of the United States.

"Students who have not complied with the foregoing must do so at once."

A prominent official of the road remarked recently that—

"The position of a telegraph operator on a railway embraces many features that are unpleasant to women. Until an operator reaches the height of a train dispatcher his work is rather migratory—that is, he is liable to be sent from one station to another as exigencies require. Sometimes he must pick up and get to another station on very short notice. He must go into any sort of an office. By this I mean, night yard offices and others frequented by men of all departments of the road. Such a life is not pleasant for the woman, and officers of a railroad hesitate to utilize her as they do men."


As less than 1 per cent of the telegraphers employed can get positions as train dispatchers, because there are over 100 telegraphers employed to one train dispatcher, the official must be poking fun at the telegraphers. Where men are constantly being shifted around, there is usually something wrong. It indicates that men are quitting the employ to better themselves, or that they are being discharged on trifling pretexts.

On railroads where the teaching of telegraphy is recognized as one of its legitimate functions, the telegraph department is usually in a disorganized condition; the old telegraphers are constantly making vacancies for the students for some cause or another. On roads where the rights of telegraphers in regard to seniority and promotion are recognized, there are no such symptoms of disorganization and unrest,

and what is still better, women telegraphers are allowed to hold their positions in security when they have once proven their efficiency, receiving the same pay as men get for similar service.

The officials of the Pennsylvania Company have announced their intention of reorganizing its telegraph department, and raising its standard of efficiency, which will be pleasing news to the fraternity. In this connection the suggestion may be received in good part that there are plenty of experienced telegraphers looking for work, and that it is much safer and better to give them employment than to hire apprentices, whose work is much in the nature of an experiment. It is a duty the officials owe the public to debar students from practising on their lines, and to keep their telegraph offices clear of persons who have no business there. Considerations of safety for their patrons and employes should be sufficient to effect the necessary reforms in this direction.

EUROPEAN TIPPING SYSTEM TO BE ABOLISHED.

 MOVEMENT is on foot with the Amalgamated Waiters' Society of London, England, to abolish the system of tipping that prevails there. This society aims to better the condition of its members by elevating them socially and morally, and when attacking this pernicious tipping system is certainly striking at the roots of an evil that has done much toward sapping the manhood of those who are engaged in an otherwise honorable business.

The society has issued an ultimatum declaring that unless the evil is remedied and the waiters paid in cash by those who employ them, they will oppose issuing licenses by the county council to the worst offenders. It is very questionable if the offensive tipping system could be summed up more succinctly than is done in the ultimatum, which says:

"The degrading and demoralizing system of tips upon which the waiters have to depend is a system of cadging which destroys our manhood, is an unfair tax upon the

public, and places the poor man at a disadvantage in public places."

The traveling public will breathe easier now that the beneficiaries of the tipping system have realized the truth. Those who have made it a practice to receive tips find that their wages are eventually reduced on account of it, and that they are actually the losers in the end. So prevalent has this system become in Europe, that a railway porter will ask for the price of a glass of beer in return for answering a question. Even a train guard will seat a passenger in a superior class coach for a sixpence, and so forth.

Along with the growth of aristocratic ideas in this country comes a proportionate

increase in the tipping system, and waiters, porters and others, are keen to take advantage of it, although their independence and manliness suffers as a consequence.

It is hoped that the action of the Waiters' Society in England will have the effect of nipping the matter in the bud in America, and that the obnoxious system will, in due course of time, become obsolete the world over. The waiters' organizations in the United States should take up the matter, and act upon it. The element of chance should be eliminated for the benefit of the employes, fair wages paid instead, and manly independence encouraged in all walks of life. The servant is worthy of his hire, and the employer should pay it.

Editorial Notes

. Labor Day was a general strike with the permission of all concerned. The function is growing in favor, and will soon be, if it is not already, one of the most popular holidays of the year.

Suppose labor was to work and play week about alternately in an organized manner, it would give commerce a jolting motion that might serve to call attention to the bad conditions that surround some of our most industrious and useful citizens.

The *Cosmopolitan* for September contains one of the most interesting articles in regard to the Boers of South Africa we have yet come across. It is written by Olive Schreiner, author of "Dreams," and many other works of world-wide reputation.

When members change their location, they should leave a dime with the postmaster, with instructions to forward second-

class mail along with the rest. If this is not done, their *TELEGRAPHER* will invariably be destroyed, instead of being forwarded.

When sizing up the gains made by telegraphers by organized methods during the past decade, the thought occurs, "how much have the unorganized lost by their lethargy and indifference." This will make an interesting problem for some one mathematically inclined.

The *Railroad Employe* of Newark, will shortly commence a series of articles of an historical turn, dealing with men and events connected with the inception and subsequent development of the great railroad systems of the Eastern sections of the United States. It will serve to create a wider interest in what is already a very popular journal.

During the Special Session of the Grand Division, which will convene at St. Louis.

on Monday, October 8th, correspondence addressed to the Secretary and Treasurer will not receive the customary prompt attention. Remittances will be credited and duly acknowledged, but very few letters will be written until after the session closes.

Mr. Collis P. Huntington did not accomplish his purpose of living one hundred years and make a million dollars for each year of his life. The Grim Reaper interfered with that, as he delights to do with many another such scheme. Huntington lived seventy-nine years, and his estate is roughly estimated at eighty millions, showing that he was ahead of the game that he was so intent upon.

Along the line of the Missouri, Kansas & Texas Railway, in Missouri, can be found as enjoyable and truly artistic scenery as anywhere. The camera fiend can bankrupt himself in buying dry-plates for "viewing" along this route, and still wish for more. Broad landscape, river views, rocky cliffs with fantastic abutments, wooded dells, old-fashioned towns, and creeks innumerable, are at your command; the picturesque, artistic and beautiful abound, satisfying the photographic epicure to his heart's content. We present two full-page pictures, illustrative of scenes along this popular road, in this issue.

The Seventh Biennial Session of the Grand Lodge of the Brotherhood of Locomotive Firemen meets in Des Moines, Iowa, on September 10th. The Brother-

hood has prospered wonderfully during the last two years, and its seventh biennial will find it in splendid condition. The *Fireman's Magazine* for August came out in two parts, the first part being the regular issue, the second being a supplement containing a history of the Brotherhood since its inception. It is a fair sample of Brother Carter's enterprise, who has been its indefatigable editor for many years past. It is ~~a gem~~ among labor publications, and the pride of the Brotherhood. The telegraphers wish the firemen a profitable and pleasant session.

In reply to the request in the August issue of THE RAILROAD TELEGRAPHER for subscriptions to the Mortimer D. Shaw Monument Fund, the following amounts have been received to date, September 5th, 1900:

H. B. Perham.....	\$10 00
F. F. Binde.....	1 00
Edw. W. Hoag	50
M. J. Maurice.....	1 00
L. B. Hornor.....	25
R. D. Pritchett.....	50
J. M. Rector.....	1 00
John B. Taltavall.....	2 00

Total\$16 25

Mr. J. B. Taltavall, editor of the *Telegraph Age*, No. 253 Broadway, New York, has kindly taken the matter up, and will receive subscriptions for the Fund from the commercial telegraphers, or whoever else feels so inclined.



THE MUTUAL BENEFIT DEPARTMENT

ASSSESSMENT No. 20 IS DUE ON
OCT. 1, 1900. TIME FOR PAY-
MENT EXPIRES NOV. 30, 1900.

CLAIM No. 34.—Amount, \$1,000; was paid to Mrs. M. J. George of East Brady, Pa., mother and beneficiary of Bro. Orlando D. George, of Pittsburg, Pa., Division No. 52, who died from the effects of tuberculosis, January 27th, 1900.

CLAIM No. 48.—Amount, \$500; was paid August 8, 1900, to Mrs. Mary Kavanaugh, of Cannelburg, Ind., mother and beneficiary of Brother F. D. Dowling, of Missouri Pacific System, Division No. 31, who died from the effects of Addison's disease, May 16, 1900.

KEEP ASSESSMENTS PAID UP.

Some members of the Mutual Benefit Department have fallen into the habit of leaving the payment of their assessments until the last moment, and often jeopardize their membership by allowing the time of expiration to elapse while the remittance is in transit.

The law requires that these assessments be paid at the office of the department with-

in two calendar months from the date of notice thereof, and further provides that the certificate or certificates upon which payments have not been made, shall become forfeited, together with all rights to any benefit thereunder, without further notice.

The assessment slips for the year are sent to each member on or before the fifteenth day of January in each year, except in the case of newly initiated and accepted members, who receive their assessment slips for the balance of the year as soon as possible after their application is approved.

These assessment slips which contain all necessary information in regard to the matter of assessments should be taken good care of, and not filed away in a pigeon hole, or like receptacle where they are liable to be neglected or forgotten.

It is a good plan to pay all assessments for the year at one time, and thus get rid of the subject, but not all can afford to do this, and extra care should be taken to see that the slips are available when the time comes for making a remittance as they should be filled out in every instance and forwarded with the remittance. By this means the remittance will always be credited to the right party, and the chances for making errors minimized.



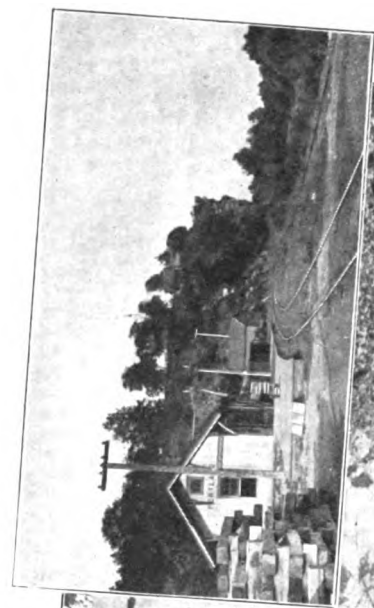


Photo by Danvers, St. Louis.

MOUTH OF SALT PETRE CAVE,
Near Portland Depot, Mo., on the M., K. & T. Ry.

Gleanings

Several books have been printed in London by the new process of printing without ink, the impression being made by electricity.

* * *

He that will not reason is a bigot; he that cannot reason is a fool; and he that dares not reason is a slave.—*Sir William Drummond.*

* * *

The Smith Premier Typewriter Co. will furnish all who ask for it, a copy of their "Touch" typewriting lessons. Write the home office at Syracuse, N. Y.

* * *

I tell you, men of America, there is no peace but equality; no wealth but character; no security but brotherhood; no superior court but the enlightened conscience of man.—*Herbert N. Casson.*

* * *

Western Federation of Miners voted \$60 a month to the family of Paul Corcoran, who was railroaded to the penitentiary for seventeen years for his connection with the Coeur d'Alene trouble. This amount will be paid while Corcoran is in prison.

* * *

That civilization is full of trouble and change is not a cause for mere fear and dread, but for faith, sacrifice and work. Nothing could be more dreadful than to have the present order of things exist without discontentment, complaint, and change.—*Professor Herron.*

* * *

The labor organizations of Japan are being developed at a rapid rate. The iron-workers recently decided to introduce a

system of education and benefits for the members. The railway employes are complaining of the oppressive rules and regulations, and a railway strike is impending.

* * *

Commencing September 1st, the Lehigh Valley Railway Co. will not permit newsboys to sell on its trains. The news business will be run by the railroad company, and will be under the supervision of the dining-car department, with stands at the principal stations, where purchases can be made.

* * *

On January 29, 1900, the Keystone, T. Zurbrugg, and the Philadelphia Watch Case Companies, all under one management, locked out their engravers, 125 in number, because they had joined the union of their craft. Organized labor buys the major part of their product under ordinary circumstances; it will now patronize other concerns more friendly to its views.

* * *

"It is a hard matter," says a railroad official, "to get rid of nepotism in railway affairs, because all men are human; but this thing of favoring relatives in all appointments is costing the railroads of this country \$40,000,000 annually. Promotions should be made on merit alone, and no official who values his reputation should appoint even his son to a place for which he is not fitted."

* * *

To be glad of life, because it gives you the chance to love and to work and to play and to look up at the stars; to be satisfied with your possessions, but not contented with yourself until you have made the best

of them; to despise nothing in the world except falsehood and meanness, and to fear nothing except cowardice; to be governed by your admirations rather than by your disgusts; to covet nothing that is your neighbor's except his kindness of heart and gentleness of manners; to think seldom of your enemies, often of your friends * * * these are little guide-posts on the footpath of peace.—*Henry van Dyke.*

* * *

On the Cleveland, Cincinnati, Chicago & St. Louis Railway, trial is being made of the train order sticks which was lately inaugurated on the Erie Railway. The train order stick has a handle four feet long, on one end of which is a large hoop of basket willow. The train orders are fastened by wire at the junction of the hoop and handle, and the agent standing on the platform of the station holds the loop end toward the engine. The engineer runs his arm through the hoop, and thus secures the orders, carrying the hoop to the first station where his train stops. The device is used only for "19 orders," which do not have to be signed by the train crew.

* * *

Stop grumbling about distressing conditions of employment and poor compensation for labor performed or to be performed unless you are prepared to act jointly with your fellowmen for an amelioration of the conditions and for the securing of higher compensation, not for a temporary relief or advantage, but for the permanent improvement of yourself and fellow-craftsmen in season and out of season. These are the kind of union men that are a benefit to humanity as long as they live, and a loss when they die.—*United Mine-Workers' Journal.*

* * *

The telephonograph is a new invention which comes from Denmark. It is a combination of the telephone with a newly constructed phonograph, which makes it possible to fix and preserve conversations in the absence of the intended hearer, so that he can listen to the message after his return. But the importance of the inven-

tion reaches much further. Through the use of magneti-phonography it is possible to multiply the effect of the sound, and to give the sound greater force.

* * *

Sixty men who had just been paid for a month's work in the Union Pacific Railway near Denver, Col., started for the city on August 28th, in a freight car, each man paying the brakeman a dollar. Just outside of Denver, three masked men climbed into the car and held the sixty men covered with revolvers until all watches and money were taken. The robbers jumped from the train at a suburb and escaped with their booty.

* * *

The *Kansas City Times* notes the device invented by a local packing house employe for picking fowls. There is a receptacle in which the fowl is placed after being killed, and into this are turned several cross currents of air from electrical fans revolving at the rate of 5,000 revolutions per minute. In the twinkling of an eye the bird is stripped of its feathers, even to the tiniest particles of down, and the machine is ready for another.

* * *

Recent trials are said to have shown gratifying results in the use of the telephotograph, an electrical invention invented by R. Greville Williams, in England, by means of which a drawing, letter, photograph, shorthand, diagram or other graphic matter can be automatically telegraphed to any distance to which an ordinary telegram can be sent through the medium of one wire. In operation the message to be sent is written, drawn, or photographed on to a thin metal sheet, which is then placed in the transmitter. The receiver at the other end then automatically records or reproduces the message at the other end upon almost any desired material. Beyond the use of chemicals in preparing the message for transmission, the operation is almost entirely mechanical and automatic. The whole operation is susceptible of much speed, and its possibilities of service are so many as to need no comment.

The Queen of Spain has signed a decree establishing the method of accounting time which omits the "A. M." and "P. M." of the present universal system. In all railway, mail, telegraph, telephone, and steamship service in the Peninsula and the Balearic Islands, and in all the ministerial offices, the courts, and all public works, time will hereafter be regulated by the time of the Greenwich observatory, commonly known as Western European time. The the hour of midnight to the following mid-computation of the hours will be made from night in hours from 1 to 24, omitting the words "tarde" (afternoon) and "noche" (night), heretofore in customary use. The hour of midnight will be designated as 24. These regulations are to take effect January 1, 1901. Government officials are directed to observe and carry out the decree, in all of their respective departments and bureaus.

* * *

The Great Northern Railway is going to try to run some of its trains by means of

the motive power supplied by mountain streams. In other words, Mr. J. J. Hill intends to operate that portion of his road from Everett to Leavenworth, in Washington State, by electric motors, doing away with locomotives. The abundant water power now running to waste beside the tracks is to be harnessed to furnish electricity. There are numerous mountain streams, each one being a succession of falls and cataracts, and little work will be necessary to utilize them. The district where this experiment is to be tried is in the Cascade Mountains, and it is claimed that the operation in winter of the electric motors will possess a great advantage over locomotives. It is believed that the overhead trolley will be used. The proposed section of line on which electricity will be introduced is 120 miles long, and includes the big Cascade tunnel now in course of construction.



PERSONAL MENTION

BORN.—To Bro. and Mrs. Coen, of Oxnard, Cal., a fine 11 pound O. R. T. boy on August 20, 1900.

BORN.—To Bro. and Mrs. J. D. Wallace, at Bartow Junction, Fla., August 10th, a fine O. R. T. girl.

BORN.—To Bro. and Mrs. Chas. Persel, of Niangua, Mo., a fine 8 pound O. R. T. girl, on August 6, 1900.

BORN.—To Bro. and Mrs. E. F. Black, of Grand Blanc, Mich., on August 5, 1900, a fine 8 pound O. R. T. girl.

BORN.—To Bro. and Mrs. H. S. Weston, of Mooringsport, La., on August 23, 1900, a fine 8 pound O. R. T. girl.

BORN.—To Bro. and Mrs. T. P. Richardson, of Oakfield, Me., a 7½ pound O. R. T. girl, on August 14th, 1900.

BORN.—To Bro. and Mrs. George H. Fox, of South Lagrange, Me., a fine 10 pound O. R. T. boy, on August 21, 1900.

BORN.—To Mr. and Mrs. S. B. Tully, of Russell, Ky., on July 31st, a fine O. R. T. girl. Mother and baby are doing well.

BORN.—To Bro. and Mrs. E. L. Cleveland, of Verdi, Nev., a 10 pound O. R. T. boy, at Camptonville, on August 4, 1900.

BORN.—To Bro. and Mrs. J. F. Hinterleiter, of Long Island City, N. Y., a fine 8 pound boy, on August 13th. At last accounts all three were doing very well.

BORN.—To Bro. and Mrs. W. N. Grove, of Queens, L. I., N. Y., on Friday, August 24th, a fine 9 pound O. R. T. boy. The members of New York Division, No. 44, unite in extending congratulations.

BORN.—To Bro. and Mrs. John Cummings, of Long Island City, N. Y., on August 31, 1900, a fine O. R. T. girl. Mother and daughter are both doing well.

Bro. Cummings is Deputy First Assistant President of New York Division, No. 44, and has many friends who unite in wishing him well, and send congratulations through the columns of THE TELEGRAPHER.

MARRIED.—At Stampede, Wash., on July 27, 1900, Bro. A. Bunday and Sister E. J. Sweeney. They are now working together at Stampede, Mrs. Bunday days, and Mr. Bunday nights. The members of N. P. System, No. 54, extend congratulations.

MARRIED.—Bro. J. H. Hobeny, of Hancock, Mich., and Miss Edna Buchanan, of Baraga, Mich., were united in matrimony at Houghton, Mich., on August 27, 1900. Bro. Hobeny is employed by the Mineral Range Railroad Co. The telegraphers extend congratulations to the happy couple.

MARRIED.—At the home of the bride in Oklahoma City, Wednesday, August 15th, Bro. Henry Hammack to Miss Frances Jarboe. Bro. Hammack is now working second trick at Eagle Grove, Iowa, for C. & N. W. They are spending their honeymoon at his father's in Pottsboro, Tex. Well wishes and much happiness.

MARRIED.—Bro. W. F. Entwistle and Miss Flora M. Hendrickson, both of New York Avenue, Jamaica, L. I., N. Y., were united in matrimony on Wednesday evening, at 8 o'clock, August 15, 1900, at the M. E. Church, on Bushwick Avenue, Brooklyn, N. Y. Bro. Entwistle is a staunch member of New York Division, No. 44, and enjoys a host of friends, who unite in congratulating the happy couple.

MARRIED.—At the residence of the bride's parents, No. 357 Bowling Street, Staunton, Va., Miss Hannah M. Dyche and Bro. C. S. Bragg were united in matrimony on Wednesday, August 22, 1900. Bro. Bragg

is a member of System Division No. 40, and the efficient operator at Staunton, Va., for the C. O. The bride is one of Staunton's most beautiful girls. The happy couple left for a Northern tour. Congratulations.

MARRIED.—Bro. R. M. Meaney and Miss Margaret Demott, of Parkville, L. I., N. Y., were united in the holy bonds of matrimony, in May, 1900. The ceremony was strictly private, and profound secrecy was entertained by the happy couple, but owing to the unexpected, the secret was divulged by the happy groom. This was indeed a very happy romance, and highly appreciated by the groom's many friends, who unite in congratulating Mr. and Mrs. Meaney. Bro. M. is an active member of New York Division, No. 44.

DIED.—Thomas Addison Morris, age ten months, the youngest son of Bro. J. W. Morris, of Monroe, N. C., died on August 9, 1900.

DIED.—At Valley Stream, L. I., N. Y., on August 5, 1900, Leona, the 1½ year old daughter of Bro. and Mrs. J. C. Major, Jr. The condolences of the members of New York Division, No. 44, are extended to the bereaved parents.

DIED.—In Revere, Mo., August 10, 1900, Mary Machen, beloved wife of Bro. G. F. Machen, Agent for the A. T. & S. F. Railroad at that place. The telegraphers extend their profound sympathy to Bro. Machen in his bereavement.

DIED.—Bro. J. H. Osborne was accidentally drowned at Sandstone, W. Va., on July 20, 1900. Bro. Osborne was employed by the Southern Railway Company at Highpoint, but left there when the strike commenced. He was afterwards employed by the C. & O. Railway, at Sandstone, where he met an untimely death. The telegraph fraternity extend condolences to his many relatives and friends.

DIED.—Mrs. Hannorah Finnan, the beloved mother of Brother James B. Finnan, passed away, July 21, 1900, at their home in Baltimore, Md. She had reached the advanced age of 83 years. Bro. Finnan is one of our oldest members, and has held many

positions of honor and trust in the Order. He is now Local Secretary and Treasurer of Baltimore Division, No. 17. He has the heartfelt sympathy of the telegraph fraternity in his bereavement.

DIED.—Charles F. Hunt, while hunting near Acton, Cal., stumbled over a log, discharging his gun, inflicting wounds that soon after proved fatal. He was at one time a member of old Puget Sound Division. In 1894, he was employed on the Great Northern, and later was with the Santa Fe. He leaves a widow and two small children to mourn his loss, to whom the telegraph fraternity extend sincere condolences.

WANTED.—The address of Mr. A. B. Carpenter, formerly working on the Denver & Rio Grande R. R., in Colorado. Please address H. O. Easton, Queens, L. I., N. Y.

WANTED.—Present address of Wm. Surrency, last heard of in Ft. Worth, Tex. If you see this, Willie, let me hear from you. E. T. Frost, Luling, Tex.

WANTED.—Present address of Mr. Lawrence P. Walker, last heard of was working for the Louisville & Nashville Railroad, at Norwood, Ohio. Sherman G. Miller, Portsmouth, Ohio.

Bro. Chas. W. Buckley, a member of Washington Division No. 2, was seriously wounded by robbers on August 26th. They struck him over the head with a rock, pounding him into unconsciousness, and then robbed the station. He was acting as night telegrapher at Arlington Junction, Va., which is a station on the Washington, Alexandria & Mt. Vernon Railroad.

Bro. R. D. Pinneo, who is now Chief Clerk in the Traffic Manager's office of the White Pass & Yukon Route, located at Skaguay, Alaska, sends the editor a pack of souvenir playing cards, showing fifty-three different views along the line of the White Pass & Yukon Route. Each card has a vignette half-tone on its face. They are about the slickest thing of the kind extant, and a most interesting novelty. He will send a pack to any one applying who will remit \$1.00 to cover cost.

MISCELLANY

THE RISE AND GROWTH OF WEALTH.

BY E. BENJ. ANDREWS, LL. D.

WE said in the preceding lesson that wealth or effective value cannot be gauged by the criterion of exchange value. We must dwell a moment longer on this matter, for it is important. Of course nothing could be more natural at first than to take national wealth as simply the total of the estimated prices which individual and public properties would bring if sold; yet no procedure could be more misleading. For instance, let general prices for any reason slowly decline. All business will be sluggish and there will be much most useful property which perhaps cannot be sold at all, its utility for all the purposes of life remaining as great as before. Value is not the same thing as valuation. In the case supposed the aggregate of exchange values may have lessened a third, yet the mass of satisfactions throughout the nation not have decreased an iota. How idle it seems to say that under such circumstances the country has become less wealthy! Such a state of affairs may retard the production of new wealth, but cannot impair the wealth quality of useful things already in existence.

According to Sir Robert Giffen, the money value of British exports and imports between 1805 and 1820 ranged from about £36,000,000 to about £45,000,000 annually. An annual total of nearly £52,000,000 was reached in 1815, but did not occur again till 1836, and no higher figure

appeared till 1840. These money figures greatly obscure the real fact. During all those years the quantity of goods exported and imported was increasing much more rapidly than the money figures hint, the tonnage entered and cleared in 1836 being about 7,000,000, or nearly double that at the opening of the century. No one needs to be told that of the mass of satisfactions afforded to the British people by foreign commerce between 1815 and 1836, the tonnage of this foreign trade is a far truer measure than the pounds-sterling valuation.

Again, if we are seeking an index of the contribution which the plant of a railway, for example, makes to the nation's wealth, in some cases the par value of the stock is nearer the mark, in other instances the market value. There are doubtless railways so useful that their total stock, however zealously bulled, however copiously watered, would fall far short of indicating the benefit which the existence and work of these railways confer upon the body politic.

Still again: how can exchange value measure the wealth which public works employ? Roads and parks could be sold, if at all, only for the land they occupy. Are they not worth far more in their present form? Harbor improvements it would be impossible to sell to anyone, but surely they form part of a country's wealth. What would the Washington monument bring or the capitol or Cleopatra's needle or the sewerage system of any city? In fact, utility, or value in use, satisfaction affording quality, so far as it is the creature of effort, ought to be the real unit or criterion in reckoning national wealth and world wealth.

exchange value coming in only where it can be trusted as a clew to the utility.

In apprising national wealth or the world's wealth, certain other cautions are necessary. Clearly it would be inaccurate to reckon into a nation's wealth both property and titles to the same property. If a railway is listed for so much it will not do to put down its stock for so much more. National, State, county and city bonds, too, must be excluded. They are signs of debt, and debt is not wealth. The same of property like copyrights and patent rights, and of promissory notes and bank notes so far as they are based on hard money. Notice, by the way, that any of these titles may help to make up an individual's wealth; whence we see from another point of view how erroneous it would be to state the nation's wealth as simply the sum of the fortunes of individuals and corporations, plus the public property of the nation. On the other hand, titles held by people domiciled in one land to values in another are, if good, pieces of the first land's wealth. If, however, we are seeking to make out the whole world's wealth all titles of this sort must be kept out of the reckoning.

Where now shall we class land—as wealth simply or as a basis for or condition to wealth? The answer turns on the sense in which the inquiry is meant. It may relate to improvements upon land, as trees, hedges, ditches and fertilizers, or to the original, non-artificial qualities of land belonging to it by nature and not conferred by labor, or to the value which comes to land simply from its location in reference to human dwellings and activities. Improvements upon land come clearly within our definition of wealth. They are man-created utilities. Just as clearly the natural qualities of land are excluded from the definition and to be relegated to the same class of things as air, sunshine and the ocean. The fact that these qualities are appropriated, made subjects of exchange and price, does not alter the case. Could greedy men fly; had they in any way the requisite power, they would probably appropriate air and sunlight just as land is appropriated now, but that would not turn air or sun-

light into articles of wealth. It would leave them, as now, simply conditions of wealth, factors helpful to the creation of wealth, but as existing independently of human effort and not items of wealth itself.

The case of what Henry George calls the unearned increment of land, where mere place has become valuable through the growth of a city, so that, to purchase land, one must cover it, say, with \$10 notes, is a trifle more complex. In London land has often been sold for over \$240 a foot, and \$100 is by no means a remarkable price. Select spots of London land are even said to be worth as much as it would cost to pave them with English sovereigns laid upon edge. Nor let us think that this enormity of land value is an affair of the old world alone. The Dutch bought of the Indians all Manhattan Island for \$24. On some fronts of the city now occupying that island, \$24 would to-day not bring you a single foot. When, after the civil war, Birmingham, Ala., was laid out by a land company, a certain clergyman was urged to take \$1,000 worth of the shares at par. His cautious wife dissuaded him. A lawyer bought them a few days later, having to pay \$1,100. For one year at least since then the dividend on those shares has reached \$24,000.

The utility in these cases is certainly created by human act. Men came; the localities grew; business centered at this or that special point, and therefore land waxed dear. But it will be seen that this dearness, springing though it does in a way from human deed, is not the product of conscious human effort, as such, like houses, food and clothing. Strictly, it is non-artificial after all, since, in bringing it to be, men were instruments, not agents. I therefore class all that value of land which arises from its location in reference to the dwellings and activities of men no less than if it were fertility, richness in ores or any other purely natural attribute not as wealth, but as a condition or basis of wealth, something not wealth which helps wealth to arise and exist.

The notion of wealth is by this time clear. Wealth is whatever originates in

purposed human exertion and at the same time ministers to human wants considered as experiences of men's ordinary and earthly life. But for certain purposes we need a deeper analysis than this. There is wealth and wealth; there is wealth which answers men's real and permanent needs and advances them in the dignity of rational beings, and there is wealth that dehumanizes and degrades. Obscene literature, if it can be sold for money, possesses trade value, and so has to be classed as wealth according to the above definition, but it is not wealth in the same sense as bread, clothing and houses are. These and such things relieve men's fundamental and legitimate necessities, whereas wealth like vile books and pictures not only does not do this, but, on the contrary, exerts a baneful influence, not only on individuals, but also on society. Any people would be better off without them. Every reader can easily add to the list of the things which might thus be classed as "fake wealth" in contrast with wealth most properly so called. They are only too numerous in every community. In other words, there are items in which any considerable body of men would be actually richer if they were technically poorer.

A caution, however: Many things might by some be classed as "fake wealth" which are not so. You might at first place all ornaments and luxuries here, but in so doing you would certainly err. There may be ornaments and luxuries, the use of which lowers life, but not all have that effect. The appreciation of beauty is a noble part of one's nature; to gratify it in due measure is proper and right, elevating and enriching life more than almost anything else could do. Also many articles or services stigmatized as luxuries are perfectly legitimate, since they refresh the weary, change the atmosphere, keep toil from becoming drudgery, and in many ways protract men's power for useful activity. We can, perhaps, suppose that a luxury has none of these effects, but still enlarges and enriches life, and that without any drawback gives net elevation to your experience, yet without adding at all to your power. The existence of a luxury of which just this could be

said may be doubted, for most of that better experience increases energy as well; but should there be such it would be wealth, actual and genuine wealth, not "fake wealth."—Copyright by E. Benj Andrews, 1900.)

HOW A WEATHER MAP IS MADE.

IN most of our large cities weather maps are displayed daily in all public places, and they are of great interest, not only to amateur meteorologists, but to the general public as well. Of course, the average person cares more about forecasts than he does about the map proper, but at the same time the number of those who daily consult the weather map is large. In New York City, says the *Scientific American*, the Weather Bureau is on the top floor of the American Surety Building, and the active work of forecasting and preparation of the weather map is carried on in these rooms, while the observations are made on the roof. The local forecast official and his assistants reach the office early in the morning, for the forecasts are issued about 10 A. M. and maps are issued to the public about 11 o'clock, and a vast amount of preliminary work must be done. In addition to the local observations taken by means of self-recording instruments, telegraphic messages are received showing the observations taken at 8 o'clock A. M. in seventy-six stations of the United States; observations from Sandy Hook are also telegraphed in. Messages from the observing stations are all telegraphed to Washington, and are in turn transmitted to all of the important stations from which weather maps are issued.

The Weather Bureau possesses a remarkable code system of telegraphing. The exact condition of the weather of New York city might be given by the following cipher telegram: "YORK—BINNACLE—HUNNEWELL—REOWN—OUTMOST—FOG—PERMIT." Messages of the same length from each station are received by the telegrapher, and from these messages the observer, or the local forecasting official, as he is termed, makes up his weather map, and from them he gets valuable information

for his forecast as to meteorological conditions all over the country.

We will now analyze the telegraphic cipher report of the observations given above. "York" is simply the cipher-address indicating the location of the station; the word "Binnacle" is a special code word for both the barometric pressure and the temperature. If, for example, the barometer should be stationary for two or three days, and the temperature varied, different words would be used each day at the same time; a syllable of the word telegraphed each day would indicate a stationary barometer, while a key to the changing of the temperature would also be given. In "Binnacle" the first two letters, "BI," mean 30.16 inches barometric pressure, and "NA" indicate a temperature of 62 degrees Fahrenheit. The next word, "Hunnewell," refers to precipitation, the "NE" being the significant syllable indicating a precipitation of 0.64 inch. In morning reports "H"-words are used, and at night "L"-words are used. The word "Renown" indicates the direction of the wind, the state of the weather and maximum temperature for the last twenty-four hours. If the word begins with "R," it is understood that the wind is west, but if the word begins with "F," the wind is east. The "E" following the "R" indicates cloudy weather, while the syllable "NO" indicates a maximum temperature of 68 degrees. The word "Outmost" refers to the velocity of the wind and the minimum temperature for the last twelve hours. The word "Fog" is not a cipher word, and fully explains its meaning. The word "Permit" means that the maximum wind velocity in past twelve hours was 56 miles from the west. The observers are very expert in handling these ciphers, and a message of this kind is translated almost always without the aid of the large code book. The code system, as has already been said, is most elaborate, and is based on the value of certain letters in certain positions. Thus, A=2, E=4, I=0, O=8, U or Y=0, B=1, D=2, F=3, G=4, M=5, N=6, R=7, S=8, T=9; thus, in the word "Binnacle" the "NA" will be seen to have the value of 60+2, which, of course, means 62 degrees, the "A" being in the units place.

With the aid of all these observations, which are taken from telegrapher to the forecaster, the latter makes his map.

Blank weather maps are used, and he indicates on one of them the various barometric pressures and temperatures. He then draws the "isobars" or continuous lines on the map which pass through points of equal air pressure. He then draws on another map, with a different colored pencil, the "isotherms," dotted lines which pass through points of equal temperature. Various symbols indicate the state of the weather, thus a circle indicates "clear;" if one-half of it is black, it is "partly cloudy," or if all black, it is "cloudy;" an "R" within a circle means rain; "S" snow; and if a report is missing, an "M" is put in its place. An arrow which passes through a circle indicates the direction of the wind.

As soon as a map is made in manuscript, it is given to an engraver, who transfers it to a chalk plate. He uses three maps for the purpose, one showing the state of weather and the direction of the wind, one for the isobars, and the other for the isotherms, and, while he is doing this, the forecaster official is making up the forecast for the day.

The chalk plate process is very rapid, and has been found to possess marked advantages over the old styles of duplication, in which stencils were perforated, as in the neostyle and cyclostyle processes. In brief, the chalk plate outfit consists of a blue steel plate covered with a composition unaffected by heat, which adheres firmly to the plate. The composition can be made of various materials; an article on the subject was published in the *Scientific American* Supplement, No. 720, dealing with the technical side of the composition. The idea of the process is to scrape away the portion of the chalk covering where the lines or lettering are to appear on the printed map. This is done with the aid of a stylus which somewhat resembles a bent pin. A new plate is used for each map, and the composition is then scraped off and the plate is sent away to be recoated. The engraver places one of the maps over the plate and lightly scores the various points which he is

to engrave with an agate stylus. It should be understood that the plate when finished will consist only of lines, symbols and figures. The map proper, showing the contour of the country, its political divisions, cities, natural features and observing stations, is, of course, lithographed in large quantities and sent to the observing stations.


A small steel instrument is used to make the circles. This instrument somewhat resembles a small pair of compasses and rests on a large foot to avoid removing any of the chalk surface. After the circles have all been put in, the operator indicates the state of the weather, that is to say, he may scrape out all of the chalky material which the circle circumscribes, thus indicating rain, or only one-half of the circle may be taken out, indicating partly cloudy. Letters in the circle where necessary are put in with a stylus, and the direction of the wind is then indicated by oblique lines and arrows. In doing this work a stylus provided with a rubber tube is used. The engraver squeezes a bulb connected with it, and the air passes down the handle of the stylus and through a small opening and serves to blow away the chalk dust caused by the cutting. After this is completed he then takes the second map from the forecast official, showing the isobars. They are transferred to the chalk surface with the aid of a stylus, as above, and they are rapidly cut out by one of the steel points. It does not usually take more than three or four minutes to perform this operation. The barometric pressures are then written in with the aid of the ordinary stylus.

The map containing the isotherms is then treated in the same way, and the temperatures are located on the map at the termini of the lines. What are termed "highs and lows" are then put in. These words are printed from type at the proper parts of the map. A small portion of the chalk is scraped away to admit of a slug, and after the casting this slug is knocked out and the type word cut in brass is inserted. The plate is then dusted off and is taken to the basement, where it is put in a casting box, and, after being warmed, hot stereotyping

metal is poured on the face. Whenever the steel point has removed the chalk surface the metal flows, making a sharp cast. After cooling, the stereotype plate is removed, and it is then sawed to shape with a jig saw. It is secured to the press by lugs cast on the plate, and the brass type is inserted in the three or four places which have been left for them by the slugs. The printing press is across the hall from the offices, and it has the unique distinction of being the highest printing press in the world as far as being artificially raised is concerned, as it is nearly 300 feet above the street. It is driven by electricity, and as fast as the maps are printed off they are at once put up in wrappers and are sent out to the post-office.

The bottom of the weather map contains the forecast, a brief note on the weather conditions, and the observations taken at eight A. M. from all parts of the country, which have been received in cipher by telegraph, as already explained. About 800 of the maps are issued in New York, and they are usually all printed by eleven o'clock. The forecast is usually completed by half past nine o'clock; the maps are sent to various hotels, public buildings, etc., where they will be displayed for the benefit of the public. They are sent by mail and are treated as first-class matter. The Weather Bureau is connected with the telephone exchange, and a large number of forecasts are given out over the telephone to inquirers. We are indebted to Mr. E. H. Emory, local forecast official at New York city, for courtesies in preparing the present article.

A LOUD PHONOGRAPH.

 R. HORACE L. SHORT, of Brighton, England, has invented a loud-speaking phonograph, which in appearance is merely an ordinary phonograph, with a large trumpet measuring four feet in length. Inside this trumpet there is a small and delicate piece of mechanism that looks something like a whistle. This is the tongue of the machine. Instead of the "records" being taken on wax in the usual

manner, a sapphire needle is made to cut the dots representing the sound vibrations on a silver cylinder, and when the needle travels over the metal a second time, the vibrations cause the whistle to produce a series of air waves, and the machine thus becomes a talking siren which transforms the human voice into a deafening roar. The experiments were made near the Devil's Dyke, Brighton, where the inventor has his workshops. The instrument was placed on the roof of the laboratory, and was made to repeat a number of sentences. At a distance of ten miles the sounds were plainly heard by a large number of people, every word being perfectly distinct, and at a second trial, with a favorable wind, it was found that an unknown message could be taken down in shorthand at a distance of twelve miles. Over the water the sounds will carry still further, and under favorable circumstances they might easily be heard by persons on a vessel fifteen miles out at sea. Placed on a lighthouse or lightship the phonograph would give a verbal warning that would be infinitely more effective than the fog-horns and detonators at present in use.—*Telegraph Age*.

KAFFIR TELEGRAPHING.

JULIAN RALPH, in an article in Collier's *Weekly* about the peculiar methods of news transmission employed by South African natives, says:

The native runners are the Kaffirs on this side and the Basutos and Zulus of the east coast. Since I have never heard of such messengers anywhere else, I think it probable that they are the most wonderful of the kind in the world. They are capable of running almost as far as our Indians, who have been known to cover 100 miles in twenty-four hours; but it is not by running that they do either the most or the best of their work. This they do by shouting their messages from hill to hill—a far speedier medium of communication than leg work. In previous wars between the natives and either the British or the Boers, it often happened that the first news of notable engagements was gained from the natives in Cape Town, Durban, Port Elizabeth and

such places. In this war the result of the battle of Glencoe reached Cape Town nearly forty-eight hours before the overburdened telegraph wires brought it to the newspapers. It transpired, as it always does, in the gossip of the negroes among themselves. They do not go to either the authorities or the newspapers with the information which flies to their ears over half a continent. White men overhear them talking at their work and question them. At first, when they heard the negroes say their news was “cried” or “hollered” to them, they made light of it; but to-day they value it highly, as you may imagine when you know that it has never proved untrustworthy.

The first news of the battle of Glencoe which reached England and America came to Cape Town in this way, and was forwarded on the cable by an Englishman who did not dare to vouch for it, because he had been but nine days in Africa, and did not know the value of “runners’ stories.” The reason why such stories are reliable is that whatever message is given by a native negro is never altered by any one who forwards it, though it may be passed along by 2,000 men. The precise words that are uttered by the first man are the identical ones which the last one hears. White men have often tested this by sending messages in this way, and no one has ever known the message delivered to have been exaggerated, diminished, or altered in the slightest degree.

TOLSTOI ON THE WAR IN SOUTH AFRICA.

COUNT TOLSTOI recently wrote a letter to Reynolds’ newspaper expressing the following vigorous opinion on the war in South Africa: “I cannot agree with those who attribute the cause of the present war to the behavior of this or that political leader. The real causes are perfectly evident in regard to the Transvaal war, as well as to all the wars which have lately taken place. These causes are threefold: Firstly, the unequal distribution of property—that is, the robbing of one part of humanity by the other;

secondly, the existence of the military class—that is, of men educated and fore-appointed to murder; and, thirdly, the fallacious and, for the most part, fraudulent religious teaching in which our young generations are forcibly educated. Therefore I think that it is not only useless but harmful to attribute the causes of wars to Chamberlains, Wilhelms, and such-like, thus hiding from one's self the true causes, which lie much nearer and in which we are ourselves participating. Chamberlains and Wilhelms we can only rage against and abuse. But our rage and abuse will only spoil our own blood, without changing the course of events; for Chamberlains and Wilhelms are but the blind tools of forces lying far behind them. They act as they are obliged to, and they cannot act otherwise. All history is a series of actions on the part of politicians exactly similar to those which preceded the Transvaal war.

"So long as we profit by privileged wealth, whilst the masses of the people are crushed with labor, there will always be wars for markets, gold mines, etc., which we require in order to maintain our privileged wealth. So much the more will wars be inevitable whilst we participate in the military organization, allowing it to exist and refraining from combating it with all our powers. We ourselves either serve in the army, or recognize it as being not only indispensable, but praiseworthy; and then when war breaks out, we condemn some Chamberlain or other. But, above all, war will exist as long as we not only profess, but tolerate, without anger and indignation, that distortion of Christianity which is called the 'Christian Church,' according to which such things are admissible as a Christ-loving army, the consecration of guns and the recognition of a Christian and righteous war. We teach our children this religion, we profess it ourselves, and then we say—some that Chamberlain, others that Kruger, are to blame for the murder of men by each other.

"These are the reasons why I cannot agree with you and cannot rebuke the blind tools of ignorance and evil, but see the cause of war in such a region in which I

can myself contribute either to the diminution or augmentation of the evil. To contribute either to the fraternal equalization of property; to take advantage in the least possible extent of the privileges which have fallen to my lot; to refrain from in any way participating in military activity; to destroy the spell which makes men, whilst becoming hired murderers, imagine that they are acting well by serving in the army; and, above all, to profess the rational Christian teaching, and to endeavor with all one's might to destroy that cruel fraud of false Christianity in which young generations are forcibly educated—in this three-fold work, as it seems to me, consists the duty of every man who wishes to serve that which is right and who is justly revolted by the present dreadful war."

WORSE THAN A SCAB.



SCAB is an individual who aids in molding shackles of industrial slavery for himself and in compelling other men to wear them. He is the most despised and considered by many to be the lowest specimen of mankind. The writer recently saw one of them kicked, cuffed and beaten into insensibility in the presence of thirty or more police officers, in the heart of what is called a great civilized city, and not one of them raised a hand to protect the poor, deluded, suffering creature. Workmen often have a lower and more contemptible class of individuals to deal with than scab. A petty corporation official who will truckle like a cowardly cur before his superior officer, and tyrannize over those who are unfortunate enough to have to work under him, encroaching upon their personal liberties by telling them they must not hold membership in an organization representative of their craft, that they must not co-operate with their fellow workmen in a peaceful and lawful way to improve their condition, is a thousand times baser and a thousand times more dangerous to society and to the liberties of men than a scab. In informing our readers that a few of these despicable, contemptible Judases have sprung from our ranks, and are now holding the position of roadmaster, we

blush with shame for them. There is not a speck of manhood left in them. Their attempts to meddle with your personal affairs, and to deprive you of your natural and God-given rights should be considered personal insults, and should be resented in such a way as to close their mouths, and to stop their infamous intrusions forever.—*Trackmen's Advance Advocate*.

ELECTRICITY IN RAILWAY SERVICE.

THE lighting of railway trains which has for so long been a source of strain on both the patience and the eyesight of passengers, is entering on a luxurious stage. Berth lamps are now used in sleepers, which give a beautiful quality of light, and plenty of it. Each berth has two sockets, where lamp fixtures may be attached or removed by the porter as desired. Each socket is provided with a key so that the passenger can light or extinguish the lamp at will. The lamps are frosted, so as to diffuse the light, making it possible for a passenger to read in comfort anywhere without the necessity of searching for a position where he can have abundance of light and freedom from glare.

On a recently equipped western train there are twenty-four lights in the buffet car, seventy-four in the standard sleeper, forty-five in the compartment sleeper, forty-nine in the dining car, thirty in the chair car, thirty-one in the coach, and twelve in transparencies, making a total on the train of 265, and a total candle power of 3,356. As showing how increased attention is now being paid to this important department of railway service, a portable photometer is in constant use, which can be placed on any seat in the car for measuring the actual illumination at points where passengers are wont to read. A series of tests reported show that the light falling on a horizontal surface agreed closely with the average in the positions where passengers hold reading matter, and this position was adapted as most accurate, and also most convenient. The photometer was placed in two positions on each seat along one side of the car, measuring the illumination for the passengers sitting near the aisle, and for those

sitting on the outside wall. The combination of center and side lights is now much more carefully made, with the result that the illumination is much more uniform than before, and reading is comfortable in any part of the car. Electricity brings further luxury to the traveler. An electric fan mitigates the heat of the buffet car, and others keep in motion the too-often intolerable air of the dining car. There are electric curling iron heaters in each room of the compartment sleeper and in the ladies' dressing room of the standard sleeper. An incandescent lamp is placed in the ice box and cigar case in the dining room where a good light is very acceptable. A transparency illuminated by twelve incandescent lamps is attached to the rear platform to advertise the train, the name of which runs across it, not only attracting attention to its claim on the patronage of the public as it stands in the depots, but adding to its scenic appearance as it speeds across the country.—*Chicago Record*.

LABOR DAY.

THIRTY-SIX States of the Union and the District of Columbia make Labor Day a legal holiday. This wide observation gives the celebration almost a national character. No other country sets apart by law a similar festival. Its sanction by thirty-six State legislatures and by Congress for the District of Columbia shows the general agreement as to the great value and importance of the idea for which the holiday stands—recognition of the rights and dignity of labor. This open, legalized recognition is one of the many results of the evolution of the workingman from a condition of bondage and serfdom into a higher civil and industrial grade.

Labor Day could never have existed but for the moral force of universal manhood suffrage under democratic institutions. Advancing civilization and our general industrial progress aided the movement. In each State where the holiday is legalized, bodies of organized workingmen helped to bring about the enactment by influencing public sentiment in their respective locali-

ties. Where no date has yet been set apart for this celebration the State governments will doubtless soon fall into line, for no serious opposition to the measure has been displayed even by legislatures which refused to enact other laws in the interests of labor—clear proof that the significance of the fete appeals to the popular heart and mind.

Much preceding legislation in behalf of the workingman led up, it is true, to the consecration of one day in the year as distinctly a holiday for wage-earners. The principle that government has a right to regulate in certain respects the conditions under which men and women toil and to secure them time for rest and recreation had already been established by the adoption in many States of factory laws and factory inspection. The ten-hour working day for women and children had been gained. Employment for young children in the mill and workshop had been restricted, and previous schooling for them required. Machinery had been rendered safer by guards and frequent inspection. Wages were paid oftener and paid in money, not in "truck" or orders on a company store. Legal observance of the Saturday half holiday had begun. Industrial schools had been established. Convict labor had in part been withdrawn from market competition and eliminated from trade. Bureaus of statistics of labor had been founded to investigate and describe the industrial situation.

In line with advanced labor legislation is the celebration of Labor Day. The trade unions which helped so greatly to secure the beneficial factory codes, through the same influence obtained the September holiday. All the great labor organizations in the United States contributed to this result. Agitation for the holiday began in New York in 1882. In September of that year the order of the Knights of Labor, founded in 1869, convened in general assembly at New York City. An independent organization, the Central Labor Union of New York, contained many bodies affiliated with the Knights, and the union chose for its annual parade September 5, when the Knights would be in session. The general assembly of the Knights was invited to review the

parade of the Central Labor Union from the Grand stand at Union Square, and accepted. A recess being taken, the members of the general assembly witnessed the parade. As the various organizations passed, Robert Price, of Lonaconing, Md., said to the general worthy foreman of the Knights of Labor: "This is Labor Day in earnest, Uncle Dick." The event was afterwards referred to as the Labor Day parade. In 1883 the organizations of New York paraded on the first Monday of September. In 1884 when the Central Labor Union discussed the date of its parade, George R. Lloyd, a Knight of Labor, offered a resolution declaring the first Monday in September to be Labor Day. The resolution was adopted, and steps were at once taken to secure an enactment making this a legal holiday, known as Labor Day. Not until May 6, 1887, however, was the law passed in New York.

Meantime, in other States great labor organizations and local unions made common cause with the Central Labor Union and the Knights of Labor in efforts to secure general observance of this day as a legal holiday. Oregon was the first State to enact the law, February 21, 1887. New York was the first State to introduce a bill to that effect and the third to enact the law, New Jersey being the second. Other Commonwealths and the District of Columbia adopted the measure at different dates, as shown on next page.

Two significant features of this celebration are, first, that differences and animosities among the great labor bodies are laid aside; second, that of late employers are invited to meet with the workers in discussing topics relating to the welfare of the industrial class. In other words, the standpoint of the laboring man is constantly becoming less and less alien to that of the employing class, and the worker on his one day of leisure in the year is glad to share the point of view of men with a broader outlook than himself. Mr. Powderly well remarks: "Those who discuss the questions of the hour before meetings of industrialists on that day should be educators—they should be teachers of the gospel of

humanity and its needs. Those who address such meetings are burdened with a weighty responsibility. It is their duty to teach a doctrine of independence of thought and action."

No better social measure of advancing civilization exists than the share taken in public fetes by the laboring classes. From the circus and arena of the ancients, where slaves and captives were pitted against wild beasts, the next step was in feudal times to the lords' fetes and celebrations, at which the lowest serf might be a looker on. Later, in the middle ages, the tenant became even a sharer in games and feasts provided by the lord, but strictly set apart for the peasantry and laboring classes. Under the present wage-earning system, the working-man arranges his own games and feasts, independent of master and employer. If progress continues, Labor Day, which is now class legislation, will in time give way to a broader anniversary in celebration of a universal labor fete based on the common achievements, not of one rank of society, but of all mankind. The cycle of change is not complete, nor the social millennium at hand. A truly national labor holiday will embrace the whole commonwealth, since all its members by hand, brain, virtue, influence and service will contribute on equal terms to the national existence and welfare.

The statement following shows the States in which Labor Day is a legal holiday and gives the dates of approval of the original acts creating Labor Day:

The First Monday in September.—Alabama, December 12, 1892; California (a), February 23, 1897; Colorado, March 15, 1887; Connecticut, March 20, 1889; Delaware, February 14, 1893; District of Columbia, June 28, 1894; Florida, April 29, 1893; Georgia, October 16, 1891; Illinois, June 17, 1891; Indiana, March 9, 1891; Iowa, April 5, 1890; Kansas, March 4, 1891; Maine, February 10, 1891; Massachusetts, May 11, 1887; Michigan, May 12, 1893; Minnesota, April 18, 1893; Missouri, April 9, 1895; Montana, February 19, 1895; Nebraska, March 29, 1889; New Hampshire, March 31, 1891; New Jersey, April 8, 1887; New York, May 6, 1887; Ohio, April 28, 1890; Oregon (b), February 21, 1893; Rhode

Island, May 26, 1893; South Carolina, December 22, 1891; Tennessee, March 11, 1891; Texas, February 11, 1893; Utah, February 23, 1892; Vermont, November 26, 1898; Virginia, February 5, 1892; Washington, February 24, 1891; West Virginia, February 21, 1899; Wisconsin, April 19, 1893.

The 25th of November.—Louisiana (Parish of Orleans), July 7, 1892.

The First Thursday in September.—North Carolina, March 6, 1899.

The First Saturday in September.—Pennsylvania (c), May 31, 1893.


—Miss M. C. De Graffenried in *Bulletin of the Department of Labor*.

(a) Present law. Under the original law, approved May 23, 1893, the first Monday in October was observed.

(b) Present law. Under the original law, approved February 21, 1887, the first Saturday in June was observed.

(c) Present law. Under the original law, approved April 25, 1889, the first Monday in September was observed.

A COLOSSUS BOWLED OVER.

 NOTHER man of millions has had to give them up. Death, the Great Leveler, in one fell swoop, halted him in his mad race for more. Empty of pocket, and void of soul, he is retired from the strife that his Titanic energies made even more strenuous.

No more for him the mad chase for pelf, no more for him the pandemonium of the Exchanges, no more for him shall stocks rise and fall, no more will legislators jump at his bidding. Even men of small holdings shall breathe easier now that he doesn't breathe at all.

Though enveloped in a superb sepulchre, he is as dead as Caesar and poorer than Lazarus. And his millions laugh at him as they no longer feel the clutch of his fingers. And he laid up his pile so heavy and so high that it fell upon him and smote him to the earth. And his kin has already gathered to war for the prize.

Little recked he what sufferings his strife and his success entailed upon those whose

holdings came within the purse of his net. Against their puny energies he pitted the forces of his many millions, and was still at war with them when he was laid low.


He is gone. But the world sorrows not; it is busy with the moral—the only good thing he has left it. Had he given some example of that which shows the God-like in man, it would wind his bark over the River with farewell sighs.

On the hither shore he has left the bribed and the broken, and none among them so poor as he.

Was it worth while?

—*The Bricklayer and Mason.*

PRINTING WITHOUT INK.

 HE English trade papers have within the past six months devoted considerable space to the discussion of printing without ink, a subject which has considerable interest to all who are engaged in making books, whether they be papermakers, printers or publishers. The basis of this scheme is an invention for printing by an electrical process, the patents covering which have been acquired by an English corporation.


From what can be gathered from the various printed accounts, the printing by this method is effected without the use of ink in any form by simply bringing the plate in contact with chemically dampened paper, linen, silk, wood or other material, the result being a good, clear impression, the density of which can be varied as desired. The print obtained by this process resembles in clearness a copperplate or litho engraving, and is obtained in a more simple manner than by letter-press printing. The ordinary printers' type blocks, forms, stereotypes or electrotypes, constitute in themselves a suitable printing surface, and may be used in a similar way, merely coming into contact with the dampened paper to form the print.

The chemical additions to the paper which makes it susceptible to the electric current are to be added to the pulp, and are said to be so cheap as to cause no appreciable increase in cost. The paper does not depreciate by keeping in stock, and can be supplied to the printer in the usual form of flat reams and in reels. It is the inten-

tion of the patentees to grant licenses on moderate terms to papermakers, so that there will be no necessity for changing the usual source of supply. The saving to those who adopt electrical printing will be, primarily, in the cost of the ink and in time and labor.

It is claimed that all printing presses now in use can be adapted, at a small cost, for electrical inkless printing. The only changes will be to leave off the rollers and all movable parts of the inking arrangements, fit a thin sheet of fine rolled zinc around the cylinder as a conductor, connect the negative and positive poles from the electrical supply of the press, and it is ready to print. The same electric motor that drives the printing press will also supply the current for printing. — *Publishers' Weekly*

FRAUDS IN MODERN SCIENCE.

 HEY (the text-books) are mostly misleading. I get mad with myself when I think I have believed what was so learnedly set out in them. There are more frauds in modern science than anywhere else. * * Take a whole pile of them that I can name and you will find uncertainty if not imposition in half of what they state as scientific truth. They have time and again set down experiments as done by them, curious, out-of-the-way experiments that they never did, and upon which they have founded so-called scientific truths. I have been thrown off my track often by them, and for months at a time. Try the experiments yourself, and you will find the result altogether different. * * * *

I tell you I'd rather know nothing about a thing in science, nine times out of ten, than what the books would tell me; for practical purposes, for applied science, the best science, the only science, I'd rather take the thing up and go through with it myself. I'd find out more about it than anyone could tell me, and I'd be sure of what I know. That's the thing. Professor this or that will controvert you out of the books that it can't be so, though you have it right in the hollow of your hand all the time, and could break his spectacles with it!—Thomas A. Edison, in *New York Herald*.

STORIES OF THE DISPATCHER'S OFFICE.

“TAKE no chances!”

That is the first and most vitally important rule for railway telegraphers to observe.

There are many other rules, too, the next in importance being:

“Learn all you can—much more than you are compelled to know in order to discharge the mere routine of your duties in a perfunctory manner.”

The soundness of both these rules is illustrated by an actual occurrence wherein one operator took a chance, while another earned promotion by keeping his ears open, his faculties alert, and his mind bent on learning all that was going on over the wire.

The incident occurred several years ago and was the direct cause of bringing into use the present “clearance card” which every train must show before it is permitted to pull out of a terminal.

An operator of the easy-going, chance-taking kind, who was located at a terminal, received an order from the dispatcher at the other end of the line to have No. 10, a regular fast freight, pull in upon the siding at station “X” to allow a west-bound excursion train, or “special,” to pass at that point.

“Jimmy,” the operator, glanced at the clock and saw that it was just about time for the conductor of No. 10 to call and inquire for his orders. “Billy is regular as a clock,” said the operator to himself, “and I know he’ll be sticking his head in the door inside of five minutes. Then he takes pride in getting off on the tick of the minute. I’ll just take a little chance and get ‘complete’ on this order so he’ll not have to wait a second.”

A word of technical explanation is necessary to an understanding of the risk which the operator assumed in order not to hold the conductor at the telegraph table a minute or two. When an operator receives an order he must get the signature of the conductor to whom it is issued and repeat back to the dispatcher the order with the signature. Of course, it is impossible for the dispatcher to know, for a certainty,

that the conductor has actually signed the order. He has to take that for granted. Therefore, in this case, when the order was correctly repeated with the conductor’s signature in proper form, the dispatcher at once answered, “Complete”—the signal by which authority is given to the conductor to pull out. Regular trains, those listed in the official time-card, are known as “superior class” and have the right of way against all “specials” or “extras,” which are classed as “inferior” trains. This, in the absence of explicit orders to the contrary, implies that the superior train will run straight ahead on its regular schedule as if there were no other train on the road.

No. 10 was a regular train, and the order to which the operator wrongfully placed the conductor’s signature was in interruption of the schedule. Some two or three minutes after Jimmy had got “complete” on the order the conductor pushed open the door and called out:

“Any orders, Jimmy?”

The operator was very busy just at the moment and answered mechanically:

“No.”

Three minutes later No. 10 was climbing the hill with a helper, or switch engine, behind pushing up the grade. The train had been several minutes out of the yard when the yardmaster entered the station and the operator asked:

“Where’s Billy?”

“Billy?” responded the yardmaster; “why, he pulled out on time with No. 10, five minutes ago.”

Although the operator struggled hard to maintain a calm appearance his question was enough instantly to arouse the suspicion of any trained railroad man, and the yardmaster came at him sharply with the exclamation:

“Look here, young man! What’s the trouble? Out with it, quick!”

This startled from the terror-stricken operator a confession of the chance he had taken and of the fact that he “forgot to give Billy his orders.” As a consequence No. 10 was already thundering down the grade and would, in a few minutes, pass station “X,” where the undelivered order directed her to sidetrack. That she would

crash into the heavily-loaded excursion train was a certainty unless the latter could be stopped at an intermediate station. While the operator was trying, in his confusion, to perform the impossibility of figuring out a way in which he could prevent the wreck without informing the train dispatcher of the situation, the yardmaster demanded:

"Come! Sit down there and tell the dispatcher." The operator hesitated and shook his head. Instantly the yardmaster pulled his revolver and exclaimed:

"Do it quick—or I'll shoot you through!"

As Jimmy's shaking fingers grasped the key in obedience to this command the yardmaster, who could not read the Morse alphabet, sprang to the long-distance telephone and called up the dispatcher's office as a precaution against foul play on the part of the operator. When the yardmaster was informed that the fearful condition of affairs was already known, he made a dash for a switch engine, just passing the station, swung up into the cab and ordered the engineer to run at full speed to the limits of the yard in the forlorn hope that something might have delayed the outgoing train a few minutes. He could not, however, push the pursuit beyond the limits of the yard because of the certainty of colliding with the "helper" on its way back from pushing the freight up the hill. Barely had they reached the limits when the whistle of the returning engine was heard, and this told that No. 10 was over the ridge, carrying destruction to the excursion train, which was unquestionably dashing down into the valley from the eastern summit.

While the guilty operator was sending his confession to the dispatcher, the operator at station "Y" (the next east of the blind station at which the special passenger was directed to pass No. 10) had his ears open as usual—for he was the kind of operator who always listened to what was going on over the wire. And thus he learned of the imminent danger of so many lives.

The rumble of the passenger was already in his ears as he grabbed the rope governing the semaphore and set its arms clattering up to horizontal while its lights went

to red. Then, without waiting a second, he seized his lantern and leaped out of the door. Already the principal part of the train had passed the station. Just as the rear coaches were whizzing past he threw the lantern with all his might and heard the crash of a window pane.

Then he ran forward in the direction of the west switch, his eyes fixed on the train to see if it would slack up. The hiss of escaping air and the sudden appearance of lanterns in the hands of trainmen on the platform told him, before it came to a stop, that he had saved the train.

"Back her on to the siding, quick!" he shouted to the brakeman as he threw the switch. There was a momentary twirling of lanterns, and then the long passenger special lurched backward and was side-tracked with as little ceremony as if she were made up of empty flat cars. Then the switch was closed and the operator started on the run for the station. He reached the platform just in time to hear the whistle of No. 10. But the target showed red, and consequently the freight came to a halt, while the operator who had saved so many lives went inside to relieve the terrible suspense of the dispatcher and the operator at the yards. Before he opened the door he could hear the sounder reiterating his office call with the fury of despair. Without pausing to give the dispatcher's call or anything else he cut in with the three significant words: "I got her."

Well, that operator at the yards was almost wild with joy to think that taking a chance had only cost him his position instead of scores of lives. And the dispatcher's relief from the awful strain was scarcely less than that of the guilty operator. The engineer of the excursion train told the operator that his engine was already under the semaphore, but the unusual clatter of the arms as they flew up to the danger point caught his ear and caused him to glance back from the cab window. Then he saw that the white lights had given place to the red, and knew that something was wrong.

Had the operator at station "Y" been content to pay no attention to what was going on over the wire save when he heard

his own station call, he would not have known that the passenger must be stopped until the dispatcher had called him, and then it would have been too late, for a delay of five seconds would have been as fatal as that of an hour.

This is not a hypothetical case, invented to point a moral, but an actual incident which will be recalled by scores of railroad men. Its principal result was the establishment of the rule that every conductor must show a "clearance card" before being permitted to take his train out of the yards. This provision has no doubt saved more than one wreck, for to make out this card the operator must go to his table, take up his pen, and carefully fill in a blank to the effect that the conductor in question has no orders or that his orders are thus and so. It stands to reason that no operator can go through this process without remembering to hand to that conductor any orders that have been received for him.

Another effect of that operator's alertness was to win for him the offer of a position as a "copier" to the dispatcher—a kind of probationary position in which he becomes familiar with the dispatcher's duties. It is altogether likely that comparatively few operators will have opportunity to bring their alertness to the attention of the dispatcher's office under circumstances so sensational and dramatic as those which won promotion for that boyish young operator at station "Y," who later became train master of the division where he began as operator; but it is certain that in order to attract the favorable attention of the dispatcher's office it is not necessary for an operator to save the lives of a hundred passengers or of one.

Perhaps the superintendent or the train master may unexpectedly drop in and request the operator to call up the dispatcher's office and inquire where No. 39 is; and the wide-awake operator will answer: "I just heard her clear station 'W' at 10:45; that'll bring her into station 'V' at 52." Or he may reply: "She's pulled a drawbar just outside station 'M' and is delayed eight minutes already—so I heard 'W' telling the dispatcher."

An official does not have to encounter this sort of thing from the same source more than two or three times before the operator who knows things without having to ask the dispatcher about them is slated for promotion and his name is mentioned to the chief dispatcher, who will not be slow to take the hint. Generally, however, the dispatcher's office needs no hint as to the efficiency and the alertness of the operators on the line. In a hundred little ways the operator will betray whether he is safe, reliable, resourceful, accurate and always wide awake, or indifferent, slow, unprogressive, and willing to take a chance and endanger property of immense value and the lives of passengers and train crews.

Often dispatchers are accused of having "favorites on the line." They have. Every operator who is always on hand, who is as neat in his sending as he is prompt and wide awake, who is courteous and to be relied upon to do the safe, common-sense and conservative thing in an emergency—the operator of this kind is sure to be a favorite. And if he lacks these qualifications he may as well at once despair of winning favor with the dispatchers, for their work is too serious, too fearfully responsible to permit their favoritism to rest upon a less substantial basis than demonstrated efficiency.

Some operators, after having been promoted to be dispatchers, have shown themselves wholly unable to attain the necessary poise and self-command, and quit the field of dispatching before they have fairly entered it. Instances of stage fright, however, are so rare as to be practically unknown, for no operator is permitted to serve as a "sub" or an "extra" until he has clearly demonstrated that he has himself absolutely in hand.

But occasionally a man who has been promoted to the dispatcher's table suddenly resigns because he finds himself unable to put aside his work after he leaves the office. This failing is almost as fatal as the inability to shut out his private affairs when he reports for duty. One bright young dispatcher who was doing excellent work surprised the chief dispatcher by handing in his resignation at the close of the first

fortnight of regular service. "What's the matter, Joe?" inquired the chief. "Don't you like the work?"

"Yes," replied the dispatcher. "The trouble with me is the hours are too long. I don't mind the eight hours at the office. The other sixteen outside are what I can't stand. I'm running trains every minute, whether I'm awake or asleep, and the pace is simply killing." That young man knew when it was time to quit.

Too great emphasis cannot be placed on the statement that no dispatcher should ever attempt to run more than one set or combination of trains at one time. One of the most terrible railroad accidents on record was caused by a departure from this sound rule. A dispatcher was handling a regular run, or line, and also a little spur. The seeming necessity for this double duty was a temporary shortage of help in the dispatcher's office. He had a heavy excursion train on the little branch line and had given it the right of way against a regular train. Just at that moment he was called on the instrument commanding the main division. He said to himself: "I'll get that fellow on the short line after I've taken care of this trouble."

He became absorbed in straightening the trouble on the main division, and when he transferred his attention back to the branch line his regular train had got away and a terrible loss of life was the result. Although he was acquitted of the charge of manslaughter he was a broken-hearted man from that time forward. His experience taught the whole train-operating fraternity a lesson, however, for the accident became historic in railway circles.


The dispatcher must carry in his mind every grade in the road, the situation and car capacity of every siding, every railroad crossing, curve, trestle and bridge; he must be able to calculate the time required to haul each particular train over any given section of the road under the conditions prevailing at the instant. Among other points that must be mastered are the personal peculiarities of each engineer, conductor and engine.

Train dispatching is, perhaps, the only vocation in which a man is not privileged

to learn by his mistakes. One wreck puts a period to the career of a dispatcher.

The pay received by a dispatcher seems small in comparison with his responsibilities. His compensation is almost universally \$1200 a year, while the chief dispatcher receives \$1500. There is no harder place in the railway service than that filled by the dispatcher; his work is wearing in the extreme, his burden of responsibility is not only fearful, but it is with him every moment that he is on duty. On the other hand, the man who passes through such a school and meets the test has a splendid training for almost any kind of executive work. Probably the ideal training for the very highest positions in the operative lines of railroading would be the experience gained by a clerkship in the office of a division superintendent, followed by that of an operator and dispatcher.—J. D. BRENNAN, in *The Saturday Evening Post*.

HOURS OF LABOR AND OF REST OF RAILWAY EMPLOYEES IN PRUSSIA.

 SHORT report to the Department of State made by Hon. Richard Guenther, United States Consul-General at Frankfort-on-the-Main, Germany, shows the substance of the new rules and regulations concerning the hours of labor and of rest of railway employees which were recently promulgated by the Minister of Public Works of Prussia. A copy of the report having been kindly furnished this Department by the Department of State, it is reproduced below:

The Minister of Public Works of Prussia has made new rules and regulations concerning the hours of labor and of rest of railroad employes. If the duties require unremitting exertion and strict attention, the daily average of the hours of labor of station agents, assistant station agents, telegraphers, switching foremen, overseers of stopping places, and switchmen shall not exceed eight hours, and the duration of a single task shall not exceed ten hours. The daily work of railway guards shall not exceed fourteen hours. They can, how-

ever, be extended to sixteen hours on branch lines with little traffic.

The daily hours of labor of the train employes shall, on the average per month, not exceed eleven hours daily; a single task shall not be over sixteen hours. Long hours shall only be required if they are succeeded by proportionately long terms of

no circumstances exceed eleven consecutive hours. The same provisions as to rest apply to them as to the train employes.

If the work of the switchmen requires uninterrupted hard work, the average per day shall not exceed eight hours.

Every person steadily employed in the train service shall have at least two days



LOGGING CAMP NEAR ARLINGTON, WASH.

(Courtesy, Seattle & International Railway.)

rest. The rest shall be taken at home, and as far as possible shall be during the night. The daily hours of work for the locomotive employes, taken by the average per month, shall not exceed ten hours, and shall under

of rest per month. The period of rest of the train and locomotive employes at their respective homes shall not be less than ten consecutive hours.—*From Bulletin of the Department of Labor.*

A SLIGHT MISTAKE.

I WAS a night operator on a railroad in Kansas, says a telegrapher in the *Chattanooga News*. I had a friend in the dispatcher's office who contemplated buying a horse in the town where I was located, and he wrote me to inspect the animal and report accordingly.

It seems that the day man at my station also had a friend on the day staff in the dispatcher's office, who one day called him up, and said:

"There will be a lady wearing a large red and white hat get off the train there this evening at 5 o'clock, and I want you to notice her and tell me if you don't think she is a very charming girl. We are going to be married when she returns here."

Now it happened that I relieved the day man at 5 o'clock in the evening, and he evidently did not intend to return to the office to tell his friend his impressions of the

young lady that evening. On the other hand, the operator at the dispatcher's office seemed to expect him to do so. At any rate, as soon as I reported the train out, the operator at headquarters, thinking it was the day man, said to me:

"Did you see her?"

Thinking it was my friend of the night force, and having in mind the business between us, I replied:

"Yes; and I advise you to let that bum critter alone. Her hoofs are split, her ankles are badly puffed, and I think she is on the verge of having the heaves."

It was wonderful that the wire did not melt under the language used by my interviewer in expressing his opinion of me. I was in total ignorance of the "girl" episode, and had nothing but a horse in my mind, and the matter never was smoothed out to the satisfaction of the infatuated youth in the main office.



McMURRAY, WASH.

(Courtesy, Seattle & International Railway.)

Woman's World

JUSTICE BEGINS AT HOME.

INSTEAD of using the word charity, I think the word justice makes a very good substitute, thus making the old proverb to read, "Justice begins at home." We all agree, I think, that where there is charity or love, there is very apt to be justice, but as it is not charity we who labor are seeking for, I think justice is the better word of the two, and there is far more in this home beginning than many would like to admit.

You who are, or have been in the employ of some individual or company—has the thought ever come to you that we could do a great deal in our homes toward bringing about the desired relations between employer and employee? All of our rich men of to-day were not born rich, not by any means, and, it seems to me, had their early training and their home surroundings been of the right sort, they would not now give any but just and considerate treatment to those in their employ.

Do you really think we men and women of the middle class do our full duty as teachers of justice and right treatment of the laboring class, and of the union of all mankind into one grand, helpful union? I am much afraid that many fall far short of doing their duty, so far as justice to those employed in their homes are concerned. In homes where hired help can be kept, how are they treated? Are they receiving just wages together with considerate treatment and due respect, or is it just the opposite? Do we not in our homes take all the labor we can get for the least expenditure? It seems to me, in many cases, the laboring class of people fall far short of showing, in their own affairs, the justice they clamor so loudly for at the hands of their employers. Can we not do something, then, to better the future of the mass of people by being very zealous in our home life in giving to our hired help just the kind and considerate treatment

we desire for our sons and daughters when they start out in the business world to make their own way, and many of them, probably, as they succeed in making their mark, will need to have other fellow creatures in their employ, in order to carry on their business as it increases, and it is then that their early training will resolve itself either into justice and courtesy to those who are in their employ, or into oppression and disregard for any person but themselves. We find people of the latter class very frequently in the business world.

We find many who are always wanting to make the Golden rule read as quaint David Harum put it: "Do the other fellow as he'd like to do you, and do it fust." However, that way does not tend to bring about justice to the laboring man. While giving the very best service you can to your employer, with the thought ever in mind that so you would like persons in your employ to do, will go far toward making relations between the two more desirable, there is still much we can do in our homes towards sowing justice broadcast over our land. We can, maybe, learn a lesson from Elizabeth Fry, the woman who did so much towards reforming prisons and prisoners in the earlier days. In one of her reports to the King of France, on the prisons in Paris, she said, "When thee builds a prison, thee had better build with the thought ever in thy mind that thee and thy children may occupy the cells."

So it is in this case. If we teach our children, and, indeed, surround our grown people with an atmosphere in which kindness and justice prevail, then we will surely be hastening the coming of the era which our labor organizations all over the land are trying to bring about. Our homes are, indeed, monopolies on a small or large scale, as the case may be. Very like in many ways to the monopolies and trust companies which tend so many times to

keep down the laborer. Should we not guard against the oppression and greed which so often marks the conduct of those trust companies, and build our homes up on higher principles than those of many large trusts to-day?

We can, when at any time we have an occasion to hire help, pay them such wages as will be just and right, as far as our means will permit. That, of course, must, in many homes of the middle class, be considered. But there is no reason why we should not be kind and considerate in our treatment of them.

Don't, above all, allow your children to form the habit of mistreating the hired help. That very habit, forming in many homes to-day, will go far towards prolonging the coming of the day when the laboring class will receive their just rights. I have known of cases where parents really upheld their children when they would treat the hired help disrespectfully, and as though the help belonged to some inferior class of beings.

Paul has said, "Be not deceived, God is not mocked; whatsoever a man soweth, that shall he also reap;" and some one has written:

"Be careful what you sow,
The weed you plant will grow;
The scattered seed from thoughtless hand,
Must gathered be, by God's command,
And he who sows wild oats to-day,
Must reap the crop to-morrow."

So it is in regard to justice. We sow the seeds every day, and the result must be according to the quality of the seeds sown.

Let them be seeds of justice, and sow them with willing hands, then, by and by, we will reap our harvest in joy and peace.

BERTHA HOUSER.

FROM OHIO.

THE article in the August issue entitled "What makes a Woman's Life Worth Living?" I found to be interesting, and its perusal prompts me to make a few remarks on the subject.

True, we are privileged to accept, or reject, the sacred duties implied by marriage.

With due respect to names and memories of men and women held in reverence, yet, with no apologies to their admirers, I ask, "What have they done more than others?"

It was a business with them. Every hour of their lives was amply remunerated. Wherever they went, the best that love, affluence and adoration could offer, was lavishly bestowed for services that thousands of willing hands and loyal hearts do every day without praise or compensation.

No families, whose lives lay in their hands as clay, to mould, to fashion, with little praise, but a world of censure, of the dispositions to contend with, baffled their efforts to guide aright.

A life lived under soothing touch of tenderness, cloistered by the world can not consistently be placed on the pinnacle of perfection, towering above the tried and true who live the every-dayness of this every day world, unrecognized.

Come with me, or to me. I will cite, or disclose to you, among our own ranks of railroad men and families, lives that from my conception of worth and merit compare favorably with an Anthony, a Willard, or a Barton.

Yes, we have artists and experts in the accomplishments, as well.

Who contributed "Nature's Nobility" to May number, should not hide behind "Anon." The poem is truly meritorious of praise it receives.

The author of "Electro Infatuation," in July TELEGRAPHER also conceals identity. We may appreciate sentiment and not become sentimental from the version of the average person.

True sentiment is expression to thoughts born of heaven.

From sublime to the lighter vein of literature, equally metritorous and essential, I find modest, unsophisticated Sam Scuds, who gives promise of a reincarnation of Bill Nye.

Was sorry to find the "Woman's World" deserted, except by "foreign matter," with so many able writers in the ranks.

MRS. D. H. LAVENBERG.

Poetical

The Old Depot.

A sad old place is the old depot,
Where kindly people come and go,
With heavy hearts, "Good-bye" to say
To parting friends. Then go their way,
Returning in the future when
To greet those friends who come again,
No place more pleasant do they know
Than the dismal, mystic, old depot.

On Sunday, people gather there;
Men, women, boys and maidens fair,
With pleasant face and anxious eye,
To see the trains as they go by;
And wonder how, that day by day
They keep from meeting on their way;
But always, as they come and go,
Pass safely at the old depot.

Within, some mystic sound we hear;
Clicking notes that speak so clear
To those whose ears are trained to tell
The sound of its clicking voice so well,
That never a word, nor single dash,
Nor space, nor dot, nor spark, nor flash,
Escapes their ear, while to and fro,
It passes through the old depot.

The stately operator with pride
Those clicking sounders sits beside;
And when his signal greets his ear,
Opens his key and answers, "here."
The clicking stops, then starts again;
He grasps for a moment, his office pen,
And swiftly writes a line or so
From that clicking sound in the old depot.

He never tires of sitting round
And listening to that clicking sound,
Which clicks the tidings day after day,
From kin to kindred, far away,
Of pleasure, fortune, wealth and fame;
Of sorrow, sadness, death and shame,
As it greets his ears, while on the go
Over the wires through the old depot.

It sends the news by word or sign,
To towns and cities along the line,
Of all the movements of the trains;
Forecasts the weather for snows and rains;
At noon it ticks the time of day
To all the stations along the way;
And by its tick they always know
Exact the time at the old depot.

It clicks and clicks the live-long day,
Giving orders and right of way
To passing trains, whose only choice
Is to obey its ticking voice.
They stop at its concise command;
And when some mystic, unseen hand
Clicks forth the signal that bids them go,
Pass on again from the old depot.

CERT. 704, Div. 23.

A Railroad Song.

The railroad is a thing of prose
To men whose hearts are prosy;
No rosiness is in the rose
To souls that are not rosy.
Ye men who have a love for things
Dynamic, modern, strong,
Hear ye the song the railroad sings,
Hear ye my railroad song!

Behold my strong steed, raven hued,
My fire colt—who shall bind him?
He leaps the lines of latitude
And flings the world behind him.
Through iron hills and peaceful downs
He sounds his thunder ditties—
The solitudes respond with towns,
The plains reply with cities.

And where he goes, the living dead,
They feel the new life's hunger;
And with his fiery breath new fed,
The youngling world grows younger.
His fleeing laugh rings through the land,
As round the hills he doubles;
And from the silent seas of sand
The cities rise like bubbles.

To lands whose soil is salt with tears,
Where wrongs are old and crescent,
He comes; they leap a thousand years
Into the living present.
The dumb serfs hear his iron screech,
Throw off their fettered sorrow,
And gain the gift of tongues to preach
The glad creeds of to-morrow.

Dance to new music, dormant brains!
Beat time to quicker playing!
Hear round the world the echoing strains
My thunder colt is neighing!
Dance to his music if you can!
Dance to his thunder revels—
The music of the march of man
To higher lifted levels!

—Samuel Walter Foss, in *Railway Age*.

The Horse, the Dog, and the Man.

The horse and the dog had tamed a man and fastened him to a fence;

Said the horse to the dog: "For the life of me I don't see a bit of sense

In letting him have the thumbs that grow at the side of his hands, do you?"

And the dog looked solemn and shook his head and said: "I'm a goat if I do."

The poor man groaned and tried to get loose and sadly he begged them: "Stay!

You will rob me of things for which I have use by cutting my thumbs away!

You will spoil my looks, you will cause me pain, Ah, why should you treat me so?

As I am, God made me, and He knows best! Oh, masters, pray let me go!"

The dog laughed out, and the horse replied: "Oh, the cutting won't hurt! You see

We'll have a hot iron to clap right on, as you did in your docking of me!

God gave you your thumbs and all, but still the Creator, you know, may fail

To do the artistic thing, as He did in furnishing me with a tail."

So they bound the man and cut off his thumbs, and were deaf to his pitiful cries,

And they seared the stumps and they viewed their work through happy and dazzled eyes:

"How trim he appears," the horse exclaimed, "since his awkward thumbs are gone!

For the life of me I cannot see why the Lord ever put them on!"

"Still, it seems to me," the dog replied, "that there's something else to do;

His ears look rather too long for me, and how do they look to you?"

The man cried out! "Oh, spare my ears! God fashioned them as you see,

And if you apply your knife to them you'll surely disfigure me!"

"But you didn't disfigure me, you know," the dog decisively said,

"When you bound me fast and trimmed my ears down close to the top of my head!"

So they let him moan and they let him groan, while they cropped his ears away, And they praised his looks when they let him up, and proud indeed were they!

But that was years and years ago, in an un-enlightened age!

Such things are ended now, you know; we have reached a higher stage!

The ears and thumbs God gave to man are his to keep and wear,

And the cruel horse and the dog look on and never appear to care!

—S. E. Kiser, in *Chicago Times-Herald*.

The Poppyland Limited Express.

The first train leaves at 6 p. m.

For the land where the poppy blows,

And mother dear is the engineer,

And the passenger laughs and crows.

The palace car is the mother's arms;

The whistle a low sweet strain;

The passenger winks and nods and blinks,

And goes to sleep in the train.

At 8 p. m. the next train starts

For the poppyland afar;

The summons clear falls on the ear:

"All aboard for the sleeping car."

But what is the fare to poppyland?

I hope it's not too dear,

The fare is this—a hug and a kiss;

And it's paid to the engineer.

So I ask Him who the children took

On his knee in kindness great:

"Take charge, I pray, of the trains each day

That leave at 6 and 8."

"Keep watch of the passengers," thus I pray,

"For to me they are very dear;

And a special ward, O gracious Lord,

O'er the gentle engineer."

—Edgar W. Abbott.



FACE-TIOUS

His Rejoinder.

"Your greatest enemy is whiskey," said the parson to an incorrigible member of his flock.

"But," said the wayward one, "you have always told us to love our enemies."

"Yes," answered the good man, "but not to swallow them."—*Globe-Democrat*.

Some Day.

"When," shouted the orator, "when will come that blessed day when every man shall get all he earns?"

"It'll come along about the time," fiercely answered back the man in the crowd who was there for that purpose, "it will come when every man earns all he gets!"—*Indianapolis Press*.

A Living Example.

"We are what we feed on," quoted Mr. Hixson, laying down his book, "and I am willing to say the author is right. For example"—

"I am already a believer," Mrs. Hixson interrupted. "You will insist on having lobster for supper always."

And Mr. Hixson, mortified, grew very red.—*Brooklyn Life*.

Prentis' Anecdotes.

When Prentis went to Atchison to live his first wife was living, and the first thing he did was to look for a house.

"Any children?" he would be asked.

"Yes; two little girls."

"Sorry; we can't rent you the house. Children are so destructive, you know."

So he went about town day after day, and finally in reply to the question, exclaimed: "Yes, two; but we could kill them."

Wooden at That.

"Bur-rds is intelligent," Mrs. Brannigan observed as she encountered her friend, Mrs. O'Flaherty. "Ye can tache 'em annyting. Me sister has wan that lives in a clock, an' whin it's time to tell th' time it

comes out an' says cuckoo as many times as th' time is."

"'Tis wonderful!" said Mrs. O'Flaherty.

"It is, indeed," said Mrs. Brannigan.

"An' the wonderful par-rt of it all is it's only a wooden bur-rd at that!"—*Cincinnati Enquirer*.

The Ant and the Grasshopper.

When it was become winter, the grasshopper went to the ant and asked for a cold handout or something.

"No," said the ant, "it is useless to importune me. I am adamant!"

"And what," exclaimed the grasshopper, turning away, "is to be expected of a — ant?"

This fable teaches that one may be shiftless, yet extremely witty.—*Detroit Journal*.

Too Much for Him.

A farmer stopped in front of a Michigan City electric light plant and asked a bystander:

"What is that air buildin', a factory?"

"No, a plant," came the answer.

"What do they raise there?"

"Currents," replied the quick-witted bystander.

"What are they worth a bushel?"

"We sell them by the shock."

The farmer pulled his beard, scratched his head, and drove down town to market his vegetables.

American Nerve.

Johnson, an American art student in Paris, got into a quarrel with a Frenchman and an engagement for a duel resulted. At 7 o'clock in the morning the two duelists met at the ticket office of the railroad station, whence they were to depart for the chosen spot in the suburbs.

"Give me a round-trip ticket as usual," says Johnson to the clerk in a terrible tone, giving his moustache a ferocious twist.

"I—I say, do you always buy round-trip tickets?" stammers the Frenchman.

"Always," says Johnson.

"Then I apologize."—*Collier's Weekly*.

Her Electric Spark.

"Millie!"

The young lineman twirled his hat in his hands in an agitated manner, and spoke in a voice that seemed to have a tendency to get away from him.

"Millie, the fact is, I—I—there's something I've been wanting to tell you for a long time, but I can't seem to fetch it. When you look at me like that, you know, it breaks me all up. I've been coming here so long that I oughtn't to be afraid, I reckon, but—but you know how it is—or maybe you don't either. I thought you're a little the livest wire I ever—I didn't think it would be so hard when I——"

Here he came to a dead stop.

"Millie!" he exclaimed, in desperation, "I'm short circuited! I've burned out a fuse!"

"Jerry, are you trying to ask me to marry you?"

"Y-yes!"

"Why, of course I will, you foolish boy!"

And love's current flowed unobstructedly again, lighting up with its pure radiance the rose embowered pathway that, etc., etc. —*Philadelphia Inquirer.*

Rude, but Convincing.

Burnham's "Leading in Law" gives an amusing account of the trial of a case wherein a doctor sued to recover his fee. The case was tried in Georgia many years ago. Robert Toombs appeared for the plaintiff and Alexander H. Stephens for the defendant. When the evidence had closed Mr. Stephens told his client, the defendant, that the plaintiff had made out his case, and, as there was no offset, it was useless to proceed further, and the best thing the defendant could do was to pay the doctor's claim. The defendant, who was named Peter Bennett, scorned this advice and indignantly replied that he had hired Mr. Stephens to speak for him, and he must say something. Mr. Stephens answered that there was nothing to say; that

if Peter thought he would say anything he might address the jury himself, whereupon Peter delivered himself as follows:

"Gentlemen of the jury, you and me is plain farmers, and if we don't stick together, these 'ere lawyers and doctors will jis skin and bury us. 'This 'ere doctor was a new doctor and I went fur him to come and doctor my wife's sore leg. He come and put some salve truck to it and some rags, but never done it a bit er' good. I don't believe he is no doctor nohow. There is doctors as is doctors, but this 'ere man don't earn his money, and if you send fur him as Miss Sal Atkins did fur a nigger boy as was wuth \$1,000, he jis kills him and wants pay for it!"

"I don't!" thundered the doctor.

"Did yer cure that nigger?" asked Peter. The doctor was silent and Peter proceeded:

"As I was sayin', gentlemin, we farmers, when we sells our cotton, has got ter give vally for the money we asks, and doctors ain't none too good to be put to the same rule. And I don't believe this 'ere man is no doctor nohow."

"Look at my diploma, if you think I'm no doctor," again interposed the plaintiff.

"His 'do-piplo-mu.' Gintilmin, that is a big word fur a printed sheepskin. It don't make no doctor uv the sheep as fust wore it, nor uv the man what now totes it. Ask his patients if he's a doctor, gintilmin. But how kin yer? Where is Miss Beaseley's man Sam? Miss Peak's woman Sarah wus tended by him and her funeral was app'inted an' he had the corpse ready. Where is that likely Bill, as belonged to Mr. Mitchell? Where is that baby gal of Harry Steevn's? She are gone whur doctors cease fr'm troublin' and the infants is at rest.

"Gintilmin, he has et chicken enough at my house to pay fur his salve, and I furnished the rags, and I don't spose he charged fur makin' her wuss."

The defendant proceeded along this line at some length, and despite Mr. Toombs' logical statement of the case in reply, Peter Bennett won.—*The Sanitarian.*

Our Correspondents

"MORAL COWARDICE."

JOSE GROS.

WE DON'T entertain the illusion that our articles in the labor papers shall be read by many, nor that they shall be digested by the few who may read them. All radical thinkers have had to go through similar trials and many others besides. Then our times have an additional drawback for to-day's reformers, such as the immense quantity of fallacious printing with which the reading world is flooded. And how such reading matter is being devoured by our victims, the working masses! Their own reading and reasoning powers are used to perpetuate their slavish conditions of life. All the efforts of our social organism are bent upon preventing men from using their own brains. And that applies to the most brainy fellows themselves. Not one of them in 500 forms to-day any opinion of his own on any important subject without first reading his favorite morning paper, his Pope, his Father Confessor or father adviser. Big lawyers, clergymen, bankers, professors, business men, etc., all are in the same slavery box. The only difference between them and the bottom working masses is that the latter have their physical and spiritual poverty perpetuated, by their own mental slavery, while the top classes have simply lots of wealth to console them for their wretched mental and spiritual status, for their joyless lives after all. The poor fellows think that wealth is everything worth having here below, when wealth per se is a curse, a phantasmagoria, something which evolves mental turpitude of the worst and most fatal type, with many individuals and society at large.

Already many years ago, when describing social conditions in England, George Eliot said: "Few lives are shaped, few characters formed, by the contemplation of definite

consequences seen from a distance and made the goal of continuous effort or the beacon of constantly avoided danger. Such control by foresight, such vivid picturing and practical logic, are the distinction of exceptionally strong natures, but society is chiefly made up of human beings whose daily acts are all performed either in unreflecting obedience to custom and routine, or from immediate promptings of thought or feeling to execute an immediate purpose. They pay their poor rates, give their vote in affairs political or parochial, wear a certain amount of starch, hinder boys from tormenting the helpless, and spend money on tedious observances called pleasures, without mentally adjusting these practices to their own well understood interest, or to the general, ultimate welfare of the human race."

And how beautifully all that endorses what we can notice in our days, if we only have eyes to see and taste to observe our present developments among classes and masses! George Eliot referred to the classes, in what she said, the fine people in the midst of whom she moved, but who can fail to be persuaded that to-day the masses are vividly aping the classes in almost all the latter's objectionable tendencies? That is just what we call progress, the democratization of all that is wrong, and hence the intensification of that silent despotism placidly accepted by the working masses as something of their own creation, something that it is their duty to support and stand by. And is not that the worst despotism we can have, the one most difficult to demolish, because unseen by those who would have the greatest interest to destroy that? The chains we ourselves rivet, are not they the surest for the oppressors on top?

At least a full generation has sunk into their graves since that honest thinker, George Eliot, spoke of "few characters be-

ing formed by the contemplation of definite consequences seen from a distance and made the goal of continuous effort." Is not that true to-day more than ever? Who thinks to-day of doing what is right to-day, in order to escape the evils of thoughtlessness, inertia and absence of foresight, because of our selfish, narrow, petty views of life to-day? Are we not all about satisfied because of our wonderful results in great accumulation of wealth among the few, and possibly the extension of certain ridiculous luxuries among many? Can we prove that increase in luxuries implies increase in manhood? We can prove just the reverse. The greater the luxuries among classes and masses, the greater the turpitude among them all. That is one of the most incontrovertible lessons in history.

Yes, we, the finest fellows of the lot, those who live in the best houses and are the best fed, we vote for this or that, take care, after a fashion, of those we most completely crush into poverty, crime or insanity, and keep social iniquity majestically rolling on, by simple, "unreflecting obedience to custom and routine," as Eliot said, and as fixed up by our daily paper, the one through which we think and dream, we live and die, live a wretched life, even when in wealth, die and our death has no meaning because we lived to perpetuate the worst aspects of social depravity, the vilest forms of national dishonesty.

Is our picture made any darker than modern events justify? Look at the struggles of our heroic labor organizations! Do they get any sympathy from the classes that roll in wealth? Not an atom. Let any worker be anxious for a fair permanent job, and he will get it if he begs for it long enough through some political influence, and keeps silent about it, not to have the politicians overrun by dozens of other fellows. Let a few thousand of fine workers demand something very reasonable, only a fragment of what they should have, and furious battles have to be fought for weeks and months against the very class of men who wallow in luxury simply because of the intelligent and faithful labor of our workers. Not even a rise in wages is often al-

lowed to partially face the increased cost of living expenses through higher monopoly profits, through more wealth for those who create no wealth.

It has been stated that a certain celebrity was once attacked by some who told him: "Why is it that you never think of doing something for posterity?" The celebrity coolly answered: "Has posterity ever done anything for me that I should trouble myself about posterity?"

That is what most people seem to be saying all along in our period of drunkenness after wealth. All conceivable horrors are indirectly justified by figures showing the wealth we have and can expect by doing this or that, by perpetrating some additional collective iniquity. Posterity! What do we care for it? Posterity has never yet done anything for us. Of course not. And we are not doing anything for ourselves either, except praising ourselves for our own fantastic superiority over the men of other periods or the men of to-day away from our own superior selves. And that alone proves that we have not yet learned how to reason correctly, since we have not yet realized that evil is but a relation to the conditions of our environment and the needs of the day and locality. For instance, take two groups of men, A, B. A improves nine chances for good out of ten. B improves twenty chances for good out of 100. Nominally group B is over twice as good as group A. Really group B is eight times more wicked than group A. The latter throws to the dogs but 10% of the chances for good it has received. Group B, the superior classes or races, throws to the dogs 80% of the chances for good they have at hand.

And no group of men can pretend to measure the degree of opportunities for good that may or could be had by any other group away in time or space from our own selves, self-imposed judges of conditions we don't know anything about. God alone can know that, since He alone can send His revelations for good, since He alone can know when the time is arrived for higher doings by this or that group of men, in so far as they may be willing to co-operate with the divine plan.

But God—who cares about Him any more than posterity? Very few, we fear. We have never even tried to accept a full, logical definition of God, something, for instance, as follows: *"God is the complete Father, hence the loving and the ethical Father, the Father who has given men the power to establish ethics, righteousness on earth, as soon as they wish to co-operate with the Father."*

Oh, how soon all our troubles would disappear if we were willing to accept that definition, or any other similar one, of the Power behind all forces, forms and phenomena, in the cosmos and among men! But oh, we lack moral courage for that. And we are so busy judging others, that we never judge ourselves, except for the purpose of—throwing bouquets to our feet.

THE GOVERNMENT OF OWNERSHIP.

The condition of society to-day throughout the civilized world is one of universal conflict, constantly and necessarily tending to complete anarchy on the one hand, or to despotism on the other, and in either case to disintegration, degeneration and destruction of the social organism in question. In the political world, among nations, this condition of perpetual social conflict finds its expression in actual warfare, or in mighty preparations for war, or in hostile legislation, nation against nation, people against people, race against race. Christendom is an armed camp. The earth bristles with bayonets; the sea with the mightiest engines of war.

In the industrial world, this universal condition finds its expression in a system denominated competitive, whose chief characteristic is a hostility of individual interests in both production and distribution that contravenes all social law, and runs counter to the very end and aim of social organization.

This condition was brought about in the first instance by brute physical force, brought to bear upon the rights of weaker men in their relations to material things, whereby force asserted ownership over labor itself, or over access to the means of production (whether natural or social)

through which alone labor could be utilized.

To render this forceful "ownership" more safely permanent, custom and law and government were finally builded upon it and about it, and thus these mighty conserving influences and moulding agencies which naturally would have contributed to justice and the progress and well-being of society, have been largely but the ministers of injustice and the perpetuators of conflict.

Stricken thus at its very foundation, the whole superstructure of society has been throughout all time the weak and tottering and disintegrating thing that it is to-day. And the people, deprived of their fundamental, material rights, rights upon which their very physical life and well-being depend, struggle in vain for any other rights, social, political, intellectual, or moral, until these foundation rights are first regained.

This it is that causes Prof. Huxley to say, "Even the best of modern civilization appears to me to exhibit a condition of mankind which neither embodies any worthy ideal nor even possesses the merit of stability." This it is that causes one of the most profound economic philosophers to say, "Every improvement of civilization but cherishes the want of to-day, and prepares the revolution for to-morrow." Or, as a famous poet has paraphrased it, "The car of human improvement, rushing through civilization, crushes beneath its wheels all who do not grapple to it, and in the awful struggle, only the few may grasp it."

To understand fully the significance of the remedy herein to be set forth, it is necessary to keep well in mind the succession of cause and effect that has led up to the present "system." It is necessary to remember that the whole of our social system is grounded upon a continuous violation of the primal law of social order, material (industrial) justice; that this violation was first effected by superior physical force asserting an unjust ownership over men in their relation to material things, and that this assertion of force precipitated a conflict that has never ceased, because upon and about the owner-

ship thus effected, all social, governmental and industrial systems have been built. Or to state it more succinctly, the present system of conflict and despotism prevails because in ancient times force determined ownership, and this violent and unjust ownership, to perpetuate itself, created, molded and controlled government, and that through the forms of government, law and custom so created and controlled, peaceful succession to this "ownership" has ever since alone been possible.

It is, therefore, evident that "ownership" even thus peacefully acquired is but a perpetuation of the original injustice upon which it was founded, and which can never be righted except by the voluntary surrender of such ownership, however acquired, and the return of his ancient and primal birthright to each individual, however "weak" or "incompetent" he may be.

From the foregoing chain of cause and effect, as well as from the very reason and nature of things this conclusion may be deduced and received as an axiom, that ownership necessarily creates government and controls it. If justice determines that "ownership," then justice will create and control the government; if force and violence is at the foundation of ownership, then must force and violence create, characterize and control the forms of law and government. Ownership determines control. From this inexorable law there can be no departure. Ownership is diverted from individual to individual, from class to class; but control is never diverted from ownership. It always follows it as the needle follows the pole.

From this unchanging law may be deduced another, equally a social axiom—that the grasp of ownership upon control (government) can never be broken except by force, and never permanently even by force, except ownership is itself transferred. The truth of this has been absolutely and literally demonstrated in modern times, where whenever force has been removed, we have seen ownership openly spring to its rightful and inevitable place as the true governing power. This accounts for the fruitless revolutions of the past, the disappointments of popular uprisings in all

the ages of the world, and the emptiness of all efforts at peaceful reform to-day that aim only at control, and not likewise at ownership. Nay, if the peaceful effort aims at ownership through control, and not at control through ownership, it will also fail. It necessarily must fail; for ownership has never yet, and it never will, peacefully let go its grasp upon control. Practically it never can, for to do so is virtually to destroy itself. The attention of the reader is, therefore, drawn again to this truth, for it has a mighty bearing upon the problem before us—that the grasp of ownership upon control (government) can never be broken except by force. The grasp of individuals upon ownership may be broken by peaceful means, changed from individual to individual, from class to class, through the forms of custom and the law, i. e., government; but the grasp of ownership upon these forms (government) can not be broken except by revolution. There is a distinction here with a difference, most potential in its possible effects upon the history of the future, and students of economics and politics should ponder it well.

It means that all peaceful attacks on ownership through government are futile. It means that "government ownership" can only be effected by revolution, by the physical force of arms. It means that as against the government of ownership, all other government is meaningless; that as against it, all degrees and kinds of "popular" ownership of government, through "suffrage," "representation," "initiative and referendum," constitutions, statutes, and decrees of courts are absolutely valueless and impotent to all practical intents and purposes. It means that the government of ownership must necessarily prevail against everything but superior force, and bows to it only when and so long as it is actively exerted against it. It means that the industrial condition is the determining factor throughout the whole social organism, molding, informing, and characterizing its every function and organ.

In more ancient times, government and ownership were united in the same person. The despotic, political chief was the actual

owner of the land and the labor of his corner of the earth. Therefore, when ownership changed hands, as it frequently did, and always by force (I speak not of descent), government necessarily went with it. In less ancient times, the two were always so intimately blended with the personnel of government, that the popular mind did not and could not distinguish between them; and still when ownership "changed hands," as it still frequently did, always still by the power of physical force, government still likewise went with it. In those times, attacks on ownership were always made through attacks on the "government" (official power), because they were actually or virtually united in the same person; but because of the "pomp and circumstance" of government, it was always identified in the popular mind as the *source* of power, and to the people, ownership appeared to depend upon and follow it. Hence it was, as we have already noted, that the "conflict" among men waged fiercest ostensibly about government, and that the pivotal ownership underneath has been lost to popular view. Hence it is, also, that in modern times, the efforts of the "people" have been mainly directed to political relief, to governmental "changes," not with intent to reorganize ownership on the new basis of industrial justice, but simply to readjust government to a slightly different position on the old basis of material injustice, thinking thereby to shift oppression to other shoulders, or to gain some of its "benefits" to themselves.

It is only in these last days of the closing century that the people have begun to awake to the stern fact that oppression may not be so shifted, nor benefits to them be so gained. As in the past, the people have found that a change in the personnel of "government" was at most but a change of masters; so in these later times, we are beginning to discover that a change of administration, the triumph or defeat of a party, the enactment or repeal of a law, nay, the possession of all political rights, and the establishment of constitutional and representative political government with the unjust basis of ownership left undis-

turbed, have absolutely no beneficial effect upon the condition of the mass of the people, who if not in a worse state, are exactly as they were before. In short, we are just beginning to discover that there is no escape from the government of ownership, except in wresting ownership itself from the possession of the usurping and irresponsible individual, and consigning it to its rightful heritor, labor, and by mutual consent making the administration of its power responsible to the general society.

In such action alone lies the remedy.

How may this be done? In the right answer lies the true solution of the industrial and governmental problem.

CLINTON BANCROFT

REVISION—CONSTITUTION.

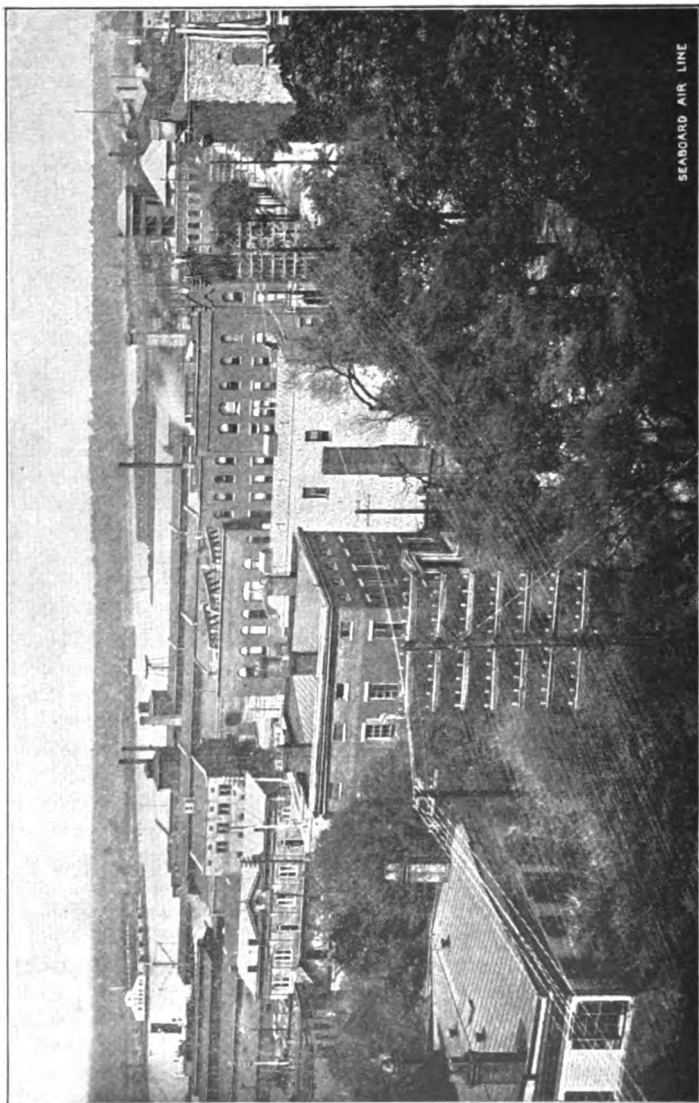
ARTICLE XV.

All Subordinate Divisions shall file an annual report with the General Secretary-Treasurer within thirty days of the fiscal year, December 31st, giving such information with reference to the membership of the division, and financial statement as may be required by the blank furnished by the General Secretary-Treasurer.

Sec. 2. In convention year, all Subordinate Divisions shall file a supplementary report, showing the number of members in good standing on June 30th. When the annual reports have been regularly filed, upon filing the supplementary report and notification of the election of representatives, the General Secretary-Treasurer shall mail to the Division, blank forms of Representative Certificates to the number of representatives the Division is entitled to, and also the number of duplicates so marked.

Sec. 3. The Representative's Certificate or Certificates shall be signed by the officers of the Subordinate Division, and sealed with the seal of the Division, and shall contain the name of the Representative proper, and his alternate, and all other blank spaces shall be properly filled out.

Sec. 4. The certificate or certificates shall be immediately, upon receipt by the Secretary of the Division, filled out, signed, sealed and mailed in return to the General



BIRD'S-EYE VIEW OF CITY, FROM CUPOLA OF POSTOFFICE BUILDING, LOOKING NORTHEAST, WILMINGTON, N. C.
(Courtesy, Seaboard Air Line.)

Secretary-Treasurer. The duplicate shall be put in possession of the Representative therein named, or his alternate, in case he be unable to serve, which he shall carry to the Grand Division for reference, if necessary.

Sec. 5. Any Subordinate Division owing to the Grand Division more than five dollars dues, charged on the books of the Grand Division against it, shall not be in good standing thirty days after the close of the fiscal term, June 30th, of convention year, and its right to representation shall be determined by the Grand Division.

Sec. 6. Divisions of the Order instituted between June 30th and the date of convening the regular session of the Grand Division shall have representation according to the number of members on their roll, with per capita tax paid thereon to the Grand Division.

Sec. 7. Divisions instituted after the adjournment of the regular session of the Grand Division, and prior to June 30th of convention year, shall have representation at a special session of the Grand Division under the same conditions as a regular session.

ARTICLE XVI.

It shall be the duty of the Committee on Credentials to examine into the standing of Subordinate Divisions, the regularity of the credentials of their representatives, and the right and title of said Division to representation in the Grand Division.

Sec. 2. It shall be the duty of the Committee on Laws to examine all amendments to the Laws of the Order; to see that the proposition is not already covered by the existing law, or in conflict with it, and to cause such amendments to be framed so that the proposition will be clearly set forth. It shall also approve the By-Laws of Subordinate Divisions, and amendments thereto, and also the By-Laws of the General Boards of Adjustment, subject to the provision of the statutes.

Sec. 3. It shall be the duty of the Committee on Constitution, and also on Statutes, to approve or reject the amendments so offered, and to strike out or insert propositions which do not destroy the object of the original amendment.

Sec. 4. It shall be the duty of the Committee on Ritual to recommend changes or alterations therein.

Sec. 5. It shall be the duty of the Committee on Grievances, Appeals and Petitions to listen to all grievances referred to them by the Grand Division, all cases of appeal from the decisions of the President and Board of Directors, and petitions for aid or action of the Grand Division. In either case, the Committee shall hear all evidence or testimony offered, and the parties or their counsel or both. In their report to the Grand Division they shall set forth the salient points of the case, and shall recommend the action to be taken by the Grand Division.

Sec. 6. It shall be the duty of the Committee on Local and also on System Divisions to examine into their condition, and make recommendations for their improvement.

Sec. 7. It shall be the duty of the Committee on Benefit Department to inquire into the business done by, and the management of, the department, and make such recommendation as they may deem proper for its betterment or improvement.

Sec. 8. It shall be the duty of the Committee on State and National Legislation to recommend legislative movements, and the passage of laws for the amelioration of the conditions of the wage-earner.

Sec. 9. It shall be the duty of the Committee on Labor and Labor Statistics to report to the Grand Division the progress of the Labor movement, and the efforts put forth and the strides made for bettering the condition of the wage-earner.

Sec. 10. It shall be the duty of the Committee on Minutes to assist the Secretary-Treasurer in keeping accurate minutes of the actual proceedings of the Grand Division, and to edit and correct the same after they have been transcribed.

Sec. 11. It shall be the duty of the Committee on Resolutions and Greetings to answer the same, and formulate resolutions on matters referred to them by the Grand Division.

Sec. 12. It shall be the duty of the Committee on Officers' Reports to edit the same for publication in the Journal of Pro-

ceedings, and to recommend action to be taken on matters indicated in such reports.

Sec. 13. It shall be the duty of the Committee on Finance and Salaries to inquire into the financial condition of the Order, to make such recommendations for its benefit as they may see proper, to advise the amount of per capita tax for the next biennial inter-session, and the salaries to be paid the Grand Officers.

Sec. 14. It shall be the duty of the Committee on Official Organ to inquire into its management and financial success, and make such recommendations for improvement as they may deem proper.

Sec. 15. It shall be the duty of the Committee on Printing to superintend the printing ordered by the Grand Division while in session, and attend to the distribution of printed matter to the members of the Grand Division.

Sec. 16. It shall be the duty of the Committee on Press to give such information to the public press concerning the transactions of the Grand Division as they may deem proper.

Sec. 17. All committees shall make their final report in writing, and file the same with the General Secretary-Treasurer.

Sec. 18. All persons, together with the members of the Order, shall be excluded from committee rooms while committees are at work, except those whom the committee desires to hear on propositions before them, and then only at the time set for such hearing.

ARTICLE XVII.

All charges against officers of the Grand Division shall be in writing, and shall specify the nature of the conduct for which charges are preferred, and such specifications shall be definite counts.

Sec. 2. Upon the receipt of such charges, should the Board of Directors deem them sufficiently serious to warrant it, a special session of the Board shall be called to try such officer.

Sec. 3. Either party to the trial shall conduct their own case, and shall be represented in person or by counsel, or by both before the Board. Counsel shall be a member of the Order.

Sec. 4. Both parties shall be served with a copy of the charges as filed with the Board of Directors, and shall be notified by the Board of the time and place of meeting thirty days prior to the date, and the Board shall adjourn from time to time, and from place to place as the parties to the trial may agree, or in case of no agreement on the part of the parties to the trial, then the Board of Directors shall determine.

Sec. 5. All the evidence heard by the Board, or entering into the case, shall be reduced to writing, the testimony read to the witness, and, if correct, the witness shall sign each sheet.

Sec. 6. Should a witness be unable to attend any meeting of the Board, the evidence of such witness, reduced to writing, shall be accepted when sworn to before a Justice of the Peace or other civil officer.

Sec. 7. All persons shall be excluded from the room except the members of the Board of Directors, the parties to the trial and their counsel, one witness, and the person writing the testimony, who shall be a member of the Order.

Sec. 8. The expense of the trial in defense of the officer of the Grand Division shall be borne by the Grand Division, except where one Grand Officer brings charges against another Grand Officer, when the whole expense shall be borne by the Grand Division, but, in either case, the Board of Directors shall be the judge of entering into the expense of producing any witness.

Sec. 9. When the testimony is all in, the Board shall determine the guilt and punishment of the officer, which shall be reprimand, suspension from office, or expulsion from the Order.

Sec. 10. Any member of the Order feeling aggrieved by the decision of the General President in matters of law or equity, may appeal to the Board of Directors within sixty days after such decision, in which case the appeal shall be filed with the Chairman of the Board.

Sec. 11. Any member of the Order feeling aggrieved by any decision of the Board of Directors may appeal to the Grand Division within sixty days after such decision,

in which case the same shall be filed with the Secretary-Treasurer, together with all papers, documents, and records in evidence before the Board at the time of trial or hearing.

Sec. 12. All cases of appeal and grievance shall be referred to the Committee on Appeals, Grievances and Petitions, who shall state the salient points of the case, and report their findings to the Grand Division with recommendations. Should the Grand Division desire, it may order the testimony read, and hear the arguments of the parties and their counsel, and the committee shall be sustained or its decision reversed without debate, and if ordered by the Grand Division, there shall be a secret ballot.

S. W. HILLER,
Sta. B., Philadelphia, Pa.

A CONCEPT OF JUSTICE.

In the June issue of THE RAILROAD TELEGRAPHER W. E. Brokaw criticizing an article appearing in a previous issue, "The Reign of Capital," says:

"There would be no 'ownership of organized capital' if there were no ownership of the earth. If he who owns the earth—and who can gainsay it?—owns those who live on the earth, who else but he can control the 'ownership of organized capital?' To admit ownership of the earth is to deny to the producer ownership of his product."

This point will bear amplification. There are three factors in the production of wealth—land, labor and capital. Primarily there are but two factors—land and labor.

Land, the passive factor, is furnished by nature, freely for all.

Labor applied to land produces all wealth.

Wealth includes all artificial things external to man—in other words, labor products.

Capital is that part of wealth which is used in the production of other wealth, and when so used constitutes the third factor in production.

Wealth is distributed among the three factors of production as follows: Rent to

land, wages to labor and interest to capital.

Rent measures the value of superior land over the poorest land in use. Interest is the return paid for or secured from the use of capital. Wages are the return to labor after deducting rent to land and interest to capital, if any.

Where land, the free gift of nature, is held in individual ownership, such individuals as own it collect for their own use and enjoyment that part of wealth which accrues to the passive factor in production—land. This gives landowners a great advantage over non-landowners. They can live, without labor, out of the proceeds of their rent and absorb and accumulate capital, which they lend to labor at interest, or invest in special privileges or productive enterprises, hiring labor at wages and receive the net income (interest) on their capital.

Thus in every country where the Roman or quiritary land system prevails, an idle class springs up which absorbs the returns from two of the three factors of production—land and capital. As the land becomes concentrated in the hands of this class and opportunities for labor to employ itself become rare, the return to land increases as the demand for it, by reason of the increase of population and improved productive methods, becomes greater. As the proportion of production which goes for rent increases, labor's share diminishes.

In all civilized countries the class which controls the bounties of nature have accumulated the capital, until now they need not labor, but can exact from labor all above a bare subsistence for the use of their land and capital. Idlers rich and toilers poor is a necessary consequence.

What a monstrous wrong has been committed against humanity, when a few monopolize the free gifts of nature to all her children.

The proposition that some men may charge others for the right of access to the storehouse of nature is monstrous, abhorrent, preposterous, absurd.

The return to the passive factor in production should go to all, as all are equal heirs to Nature's bounties.

If ground rent were returned equally to all the people or used for their equal benefit (for common or governmental expenses), it would maintain the equal right of all to the land. Then there would be no class living on the proceeds of their rents and, as a result, accumulating all the capital and absorbing the lion's share of production. This class would have to go to work and earn its living. Labor would retain the capital which it produced and receive its return—interest. Thus labor, the producer of all wealth, would receive the return to land—rent, the return to capital—interest, and the return to labor—wages. This would be natural wages—labor's full product. The true title to property rests, as Mr. Brokaw asserts, upon man's ownership of himself. What a man, individually, without special privilege, such as the exclusive possession of superior land, produces, is his, and no government has any right to confiscate any part of it. The single tax promises to secure labor in its product.

"A. B. C.," in the same number of THE RAILROAD TELEGRAPHER, seems very clearly to see the true relation between individual and social functions. Single taxers "hold that every man stands in a dual relationship to his fellowman; first, as an individual having natural, inalienable rights of which society can never justly deprive him; and, second, as a member of a social organism which in its turn has rights the individual is equally bound to respect. Therefore, they firmly believe that any reform which fails to recognize the rights involved in this dual relationship must necessarily prove inadequate to the cure of social ills. Hence, it appears to them that socialism, which tends to unduly magnify government or social functions at the expense of individual rights, is not less erroneous than extreme individualism, which equally ignores social rights. Clearly distinguishing between social and individual functions, they insist that those which are in their nature general and public should be performed for the common good by the government as the social agency, and that the rights of the individual

as such should be wholly untrammelled by governmental interference."

"A. B. C." believes that "our laws should prohibit the formation of trusts." Prohibiting laws are inapplicable. Rather let us abolish the laws which grant the special privileges that generate the trusts.

A. FREELAND.

WOMAN AND SOCIALISM.

It is often asserted by blatant defenders of our present anarchistic social system, that socialism would destroy the home, when exactly the reverse is true. It is capitalism that destroys the home, compelling its members by stress of necessity to separate in search of employment, driving the children into the factory and mill, the wife oftentimes to prostitution or suicide, and the father into the ranks of the ever-increasing hobo class.

Woman will never achieve her independence until she is, economically as well as politically, free from man. Now she is a mere appendage, and for that reason cannot hope to rise to the full measure of her womanhood. Her emotional side is strongly developed, and like the unthinking male proletariat, she realizes keenly the injustice of her position, without understanding either the cause or remedy. Women marry for a home and support, which our anarchistic capitalistic system makes uncertain, and often impossible. The man, or husband, must depend on the caprice of a capitalist for employment, which he has just so long as he can furnish a good profit for his master. After years of toil and profit-making for capitalism, the unfortunate woman sees her home and its support swept away, her little bank account, if she has one, disappears to swell the assets of some "failed" banker, and old, broken down, she is thrown out in her declining years to compete in an overcrowded labor market for a crust, some shoddy clothes, and a hovel for her emaciated and weary frame. Our marriage laws are enacted with the view of keeping by inheritance, wealth and power in the hands of the "smart set." These laws, tolerated by misguided and falsely educated public opinion, sanction the most dis-

gusting hypocrisy, and cause untold misery.

See the loveless wives bringing their unwelcome children into the world, a burden to themselves and the country. See the "prominent citizen," the highly respectable head of a wealthy family, who is a liberal supporter of a fashionable church and a fashionable house of ill-fame. See the girls whose lovers fear to marry on account of starvation wages and uncertain employment, and who, many of them, are driven by circumstances beyond their control into lives of shame. And seeing these things, do you not wish and hope for a remedy?

This remedy is with ourselves, and with the knowledge that socialism imparts it is our own fault if we fail in the intelligent application of it. This capitalist system, sustained by murder, hypocrisy and fraud, must be overthrown, and the land, the machinery, the railroads, and all other means of production made the property of all. With capitalism abolished, there would be no slums, foul air or rotten food, and no girls forced by poverty to separate from those they loved. Under socialism, every woman would be sure of a good living in return for a few hours of daily, socially useful labor. Children born to mothers of the future would then grow up happy and lovable, useful to themselves, and feeling that they had something to live for, knowing their future was secure. Is it so now? Think what a change this would be from present conditions, and realize, if you can, what grand possibilities the future has in store for the rising generation and ourselves if we will but do our part.

Society must be regenerated, and a system which produces nothing but murder, suicide, robbery, prostitution, and destitution relegated to the garbage heap of the past, with the remains of feudalism and chattel slavery.

I have only sketched woman as she is under capitalism and may be under socialism. This is a question which invites and deserves the earnest investigation of every thinking man and woman, and can't be treated at length in a magazine article.

I suggest that all telegraphers read "Woman," by Herr Bebel, Socialist, member of the German Reichstag. It's an eye opener.

Yours for socialism,

A. S. D.

LICENSING OPERATORS.

I have noticed in our valuable journal an occasional item in regard to licensing operators, but so far only one or two minor points of advantage of such a practice has been named. I desire in this article to set forth a few advantages of such a law, if put in operation, that have heretofore been overlooked by former advocates.

In the first place, a law that seeks to benefit only a few to the detriment of the many is considered class legislation, and will be hard to get enacted, and still harder to get executed with success, hence as broad a sphere as possible should be covered, with fairness aimed at both sides.

It should be remembered that a railroad company operating under a charter from the public, whereby it has been given the right to condemn public or private land, streets and highways for the use as public necessities, should be controlled, in part if not entirely by the public. The public has a right to say whether the employees, whether they be train dispatchers, operators, train or engine men, are properly qualified to move trains that carry with it the safety of the persons and property of the public. For this reason, laws should be enacted licensing all employees in the transportation department of railroads. While the effect of such a law would be about the same when applied to the train service, yet I will only dwell on its operations as applied to the telegraphic service.

Every State should have a railroad commission, with duties not only connected with the traffic department, but also with the transportation department of every road. We might then with propriety provide by law for the appointment of a secretary or clerk of that commission, who should be ex-officio examiner of the employees of the transportation department. He should be paid a salary, and have other

duties incumbent upon him as clerk. This would make the office accessible to applicants at all times, and at the same time maintain it at the least possible cost. Every applicant, of course, would be charged a given fee for the examination, and the proceeds thus obtained be placed in the public treasury to meet the expenses.

The examiner should issue a license to all successful applicants, by the authority of and under the seal of the Commission. All employes should be required to obtain a certificate or license before entering the service, and the railroad companies should be prohibited from exacting any other evidence of ability on the part of the employes, as a condition to their employment.

This would not only give the company and public a better class of employes, but would wipe out the blacklist and recommendation or service letter questions, and put that matter in the hands of the State.

Suppose that every applicant for certificate as telegraph operator should not be under eighteen years of age, should have a certain amount of experience, and should be examined and carefully graded on a scale of 100 in each of the following requirements:

1. Speed and accuracy in receiving ordinary press or messages.
2. Speed and accuracy in sending ordinary press or messages.
3. Speed and accuracy in receiving special form reports.
4. Speed and accuracy in handling train orders.
5. Legibility of train order copy.
6. Knowledge of standard train order rules.
7. Knowledge and distinction of train and other signals.
8. Knowledge of electricity, wire-testing, and use and care of instruments.
9. Past experience and recommendations.
10. Rapidity and accuracy in figuring movement of trains.

Now, suppose that every operator having been examined and carefully graded

in the first nine requirements and those desiring certificates as dispatchers were examined and graded in the tenth, and as many more as may be necessary. Those passing an average grade of 95 to be given certificates as dispatchers. Those passing a grade of 90, to be given certificates as first-class operators. Grade of 80, as second-class, and grade of 70, as third-class. Below 70, refuse certificates. Now, let the commission fix the class of every train order office as first, second and third class, and prohibit the railroad company from allowing any operator from handling train orders at an office above the class of his certificate, or without a certificate for more than three days (this provision being made to fit emergencies such as wrecks, sickness and new men employed when time is too short to get certificate).

The operator being armed with a certificate, thereby having permission from the public to follow his profession, and the railroad prohibited from employing anyone not so provided, it would follow that an operator that was safe for the public would be safe for the railroad company, hence no other evidence of ability need be furnished, and the blacklist is thereby abolished.

Of course, the public and company have a right to know something about the applicant's past experience and recommendations that they may be protected against habitual drunkenness, actual incompetency and gross carelessness. For this reason, either the company, the public, or fellow-employes have a right to challenge any certificate that might have been issued, but in such cases the applicant has a right to meet the charges in self-defense, and receive an impartial examination into the facts in the case.

The public commission likewise has a right to impartially decide the matter, and, if necessary, refuse to grant a certificate, or revoke one already issued. The applicant, likewise, has a right to reform, or to become competent, and, after a time, to make new application for examination, and receive a new certificate, and go forward seeking employment. Now, it seems

that after the above tests and safety valves have been applied, and the employe presents such good evidence of such that no one has the right to turn it down.

An operator then without experience or recommendations and receiving zero grade on that point, where his character has not been challenged, should be able to obtain a second grade certificate, and would be a very poor operator if he failed to get a third grade. If all the recommendation he had was one letter from some petty official who had arbitrarily discharged him for some trivial matter with the following:

"The bearer has been employed as operator in the service of this company for fifteen years past, and is hereby discharged for 'incompetency.' "

While in many instances the superintendent of some other road would turn him down under present methods on account of his "incompetency," yet the examiner under this plan would reason that fifteen years' experience entitled him to a very good grade on that point, and by careful examination on the other points he could determine as to the "incompetency."

Of course, a low grade on "past experience and recommendations" would lower his average and probably affect his grade of certificate, but after having been in the employ of a road for a certain period he could obtain first-class recommendations from his present employer, renew his examination and receive a higher grade of certificate.

This is the license question in its many features. It is fair to the employer, employe and public alike.

It will solve the blacklist, recommendation and arbitration questions.

It will increase the efficiency of the service and the standard of wages.

It will prevent the scab features of labor troubles to some extent.

It will put a minimum to the student question.

It will put the operation of public carriers where it belongs.

It will meet the demands of all branches of the service and should be pushed forward by all organizations.

The expenses of the matter is only secondary. Who would object to paying a dollar, two dollars or even more every two years for such a certificate.

The organization of such a plan is easy to be had. Most States have a Railroad Commission, and that commission usually has a clerk. All that is necessary is to provide for the appointment and compensation, and for the collection of the fees to be placed in the treasury. Pass a law requiring all employes to hold certificates, and provide for a penalty for the enforcement and the thing is done.

W. L. OSBORN.

PHYSICAL EXAMINATIONS.

Can we not hear from members through THE TELEGRAPHER on the subject of "Physical Examinations," which has become almost universal on all Western roads.

While I have been fortunate enough not to be employed on a line which requires a "Physical Examination" and have suffered nothing from the effects of this requirement, and probably would pass the most rigid examination, I am very much opposed to it for several reasons.

As we all know, one does not have to be perfect physically to perform the duties of a telegrapher; in fact, there are many in our ranks who have one arm or one foot, or other very slight defects, who have followed the profession all their lives, and who are able to perform efficient services, who have been discharged for something for which they are not responsible, and it seems that we should stand ready to protect our profession in the matter of physical examinations. The examination is most rigid on some lines, so much so that if your little toe is crooked or you should have a small scar on your body, you are turned down. This seems the height of inconsistency, and I should like to inquire wherein such physical defects in any way prevent a telegrapher from performing his duties. It might be well enough to have the sight tested as these defects can be remedied by wearing glasses which are properly fitted, and there are also appliances for those who do not hear well.

When it is necessary for a man to submit himself to an examination more severe than that required by our government in time of war, in order to secure employment at his profession, I wonder what next they will spring upon us. The employes of the Union Pacific had to pass an examination years ago, now they are required to take another examination to ascertain if some cannot be dropped from the list, who were fortunate enough to pass the original examination.

I am in favor of this matter being run down at once in a systematic manner, and in a way in which we will not lose our point. What do you think of it?

Yours in S. O. & D.,

CERT. 3887.

EXPRESS COMMISSIONS.

I have been noticing in the last three or four TELEGRAPHERS some letters from different parts of the country from agents of railroad companies who are handling express business on commission.

I wish to say a few words in regard to this matter, and I think I, or any other agent, handling Adams Express on commission would be justified in making a "kick."

My express commission amounts to from \$1 to \$3 per month, and for the month of June only 83 cents, which should have been over \$2.

The following is the figures on my voucher form 122 A for month of June, 1900:

Frt. & P. Paid—

Forwarded\$ 4 35

Received 20 08 \$24 43

Less—

April share of thro Billing..\$16 04

Paid Thro. 10 \$16 14

\$8 29

Voucher 83

You will notice the statement says \$16.04 through billing, but the way I figure it out the through billing don't amount to but \$3.95, and I should have commission on half of that. My books show for themselves what commission I should get, and

I think the least they could do for us would be to give us commission on everything but advanced charges.

The United States Express Co. does this and I don't see why the Adams can't do the same. I hope some more of the boys working for the Adams Express Co. will have a few words to say, as they are getting the same treatment as myself.

I agree with Bro. 284, No. 53, in July TELEGRAPHER in regard to being reasonable, but it seems the Wells, Fargo & Co. Express are more liberal and just than the Adams.

Hoping that we will get our rights in the near future, I am,

Yours in S. O. & D.,

CERT. 361, No. 2152.

THE SINGLE TAX.

"Claremont's" article in June, entitled "The Man Behind the Shirt," accurately describes the kind of *thinking* done by the majority of people on social and economic questions, and inasmuch as our laws are made by the people, we have only ourselves to thank for the existence of involuntary poverty and the vice, crime and misery that spring from it, on the one hand, and the consequent enormous aggregations of capital made possible by the enactment of legislation conferring special privileges on the other, both of these conditions being unnatural and abnormal, but gaining in strength as our civilization progresses, because of our persistent violation of the fundamental principles of justice and equity in our laws governing the relation between men and the earth, on and from which all must live.

And this is so because the majority of men are so thoroughly and unwisely absorbed in their own affairs as to totally ignore questions of government, which are of infinitely greater importance—I say greater because it goes without saying that questions relating to the well-being of 70,000,000 of people must be of vastly greater importance than questions affecting only one.

With most people social and economic questions receive about as much considera-

tion as religious questions, accepting without hesitation, in both cases, such ideas as emanate from "accredited sources of authority," all opposing ideas being considered rank heresy.

It is useless to expect any genuine or permanent reforms until men, in sufficient numbers, begin to use the reasoning powers with which they have been endowed by their Creator. Nor do they deserve anything better than they are now getting until they do.

As a rule labor organizations are the very last to admit that the land question is at the root of all labor questions. They waste their time, energy and money in securing legislation to prevent this, or compel that, or to suppress something else, failing to realize that all these evils originate in the time-honored iniquity of allowing a comparatively few men to levy tribute on their fellow men for permission to live on the earth! And this, by artificially limiting the amount of accessible land upon which labor and capital can employ themselves, increases competition for employment to such an extent that the labor market is constantly overflowing, and in the face of these conditions labor unions are powerless to accomplish their objects.

There will be a labor question so long as there is even one man willing to work, but unable to find it. Even a blind man ought to be able to see that the man out of work is responsible for low wages, and that the only way to establish prosperity and high wages is to abolish the greatest evil of modern civilization—land monopoly—by the single tax.

E. B. SWINNEY.

54 Franklin St., N. Y. City.

EXPRESS BUSINESS.

I have been closely watching correspondence *re* Express Commissions, and agree with Cert. 284 that 10 per cent on account forwarded and received is a fair percentage. I only hope the Dominion Express Co. may do the same as Wells, Fargo & Co. We now receive $7\frac{1}{2}$ per cent on local, 5 per cent on business from other Dominion Express offices, and $2\frac{1}{2}$ per cent on foreign billing, averaging about 5 or 6 per cent. Very handsome salary when revenues at some offices run from \$40 to \$50 per month. We have no complaint as to commission on money order sales, receiving $33\frac{1}{3}$ per cent on all charges.

I am fraternally,

CERT 1058.



HOP RANCH, NEAR SNOQUALMIE, WASH.

(Courtesy, Seattle & International Railway.)

FRATERNAL

Northern Pacific Railway.

This is not intended to be a political argument, nor is it a criticism or an approval of the policy of any political party. Without going into a detailed and hair-splitting discussion as to the right or wrong of the matter, I take the stand that the Philippines will be retained by the United States, no matter what party succeeds to power in the coming election; that such retention will eventually lead to the commercial supremacy of the United States; such supremacy resulting in the greatly increased prosperity of American railroads; such prosperity leading to the betterment of the condition of all classes of railroad employes, not the least among which are the telegraphers.

The Philippine Islands are the geographical center of a vast coast line more than 8,000 miles in length, extending from Tasmania below Australia to Japan and Siberia, tributary to which there is a vast population of about 600,000,000 inhabitants, among whom there is a growing demand for such products as petroleum, cotton, flour, machinery, manufactured iron and steel of all kinds, locomotives, rails, bridges, cars, bicycles, typewriters, watches, clocks, glass, electrical apparatus, chemicals, lumber, and other articles too numerous to mention, all of which are produced by the United States.

Under Spanish rule, the foreign trade of the Philippines reached an annual total of \$33,000,000. Under American enterprise, this could in a few years be raised to \$250,000,000. When peace is restored in the islands, there is room for the construction of railroads requiring an expenditure of capital to the amount of \$75,000,000 to \$100,000,000.

The vast empire of China, not far from the Philippines, with an area of about 4,000,000 square miles, with an estimated population of 400,000,000 inhabitants, has only 400 miles of railway completed and in operation. This fact alone presents marvelous possibilities in the way of trade. In the construction of the Chinese Eastern Railway, connecting with the Trans-Siberian Railway at Harbin, running in a southeasterly direction to Port Arthur, it is a significant fact that the bulk of the material used came from the United States. It is also significant that our trade with China for 1899 shows an enormous increase over 1898.

At the present time, China is in a chaotic condition on account of the Boxer uprising, which was occasioned by a hatred of missionaries in particular, and of foreigners in general, but there is, nevertheless, a strong party in China, known as the Po Wong Woey, which has for its object the introduction of modern and progressive methods.

The indications are now that the uprising in China will be put down in a short time by the international forces.

In the course of time, China will be covered with a network of railroads, the telegraph and the telephone will be brought into general use, and modern machinery will supersede the old.

The foreign trade of China now amounts to about \$400,000,000 annually, or about \$1.00 per head. The foreign trade of Japan has increased to \$6.00 per head of late years under the influence of modern progress.

Applying the same ratio to China, their trade would reach the stupendous sum of \$2,400,000,000 per annum, of which the United States, from their advantageous position in the Philippines should be able to secure at least half or approximately \$1,000,000,000 per annum.

The development of this stupendous Asiatic traffic by the United States, which at the present time seems to be a mathematical certainty, must necessarily result in a marvelous increase in the business of all trans-continental lines of railroad in the United States. Such being the case, it will readily be seen that the telegraphers on such lines will be enabled to demand and receive very much higher wages than are now paid.

Two great lines of railroad that will be greatly benefited by the development of this traffic, and which are even now making gigantic preparations to handle the enormous business which must result from the commercial expansion in far East, are the Northern Pacific and Great Northern Railroads, lines that are now prosperous and doing an enormous business, but whose business will, in all probability, be doubled or trebled in the future.

Ye telegraphers on the Great Northern, what are you doing for yourselves? Are you getting ready to share in the prosperity of your road? Are you aware of the fact that Jas. J. Hill is now building a line of the largest steamships afloat to handle his share of the business between Asiatic parts and his western terminals? Did it never occur to you that your salaries are ridiculously low in proportion to the value of your services to the aforesaid Jas. J. Hill in the moving of his numerous trains? Did it never strike you as peculiar that the Great Northern pays lower wages to its telegraphers than any similar road, although it never misses a dividend, never was in the hands of a receiver, and its stock sells from \$140 to \$190 per share?

With reference to the Northern Pacific, it may be said that their wages are better than those of the Great Northern, but they are nevertheless ridiculously low compared with the S. P. and D. & R. G. schedules. The N. P. cannot claim to

have been less fortunate than these roads in the matter of dividends, receiverships, etc.

Is it not about time for the telegraphers on the above-named roads to be getting together, with a view of a betterment of their condition?

When it is known that the roads are prosperous, and far greater prosperity sure to come, is it not time for the telegraphers to share in the prosperity?

There is but one way. Join the noble O. R. T., and demand what is your own.

G. A. RUSWICK.

Yellowstone Division:—

Since my last letter, it has been my pleasure to have received five new applications for membership, quite a few yet remaining to join who will give their applications to Mr. Kelly; from the number of inquiries received, it shows that a great deal of interest is being taken. I hope that we shall be able to close our record on this system within the next sixty days, and show every telegrapher a member of the Order in good standing. There are a great many things the O. R. T. are working for, and it is not the local affairs so much as it is for the general welfare of the Order that we are striving to better, and the example the men on this system are setting, by placing themselves in position for work that is needed to be done, will have a good, wholesome effect, and encourage others to strive to place themselves in the position to which they belong. If the operating expenses on every system of railways in the U. S. were fixed, as far as the salaries are concerned, and the employees stood ready to protect themselves, politically as well as otherwise, there would not be so much encouragement for every quack legislator in the country to get up and try to reduce freight and passenger rates, and make a record amongst certain of his constituents for having secured cheaper transportation. The railways throughout the country generally retrench by reducing salaries and numbers of the "Ops." and section men at once.

It is a question how long we are going to stand it. Every fight made by the legislature on existing rates simply means a reduction wherever it can be effected, if the concessions are made. We need to begin at once and see that we have some legislation favorable to that great part of the "general public," the "railway employes" of the Northwest, and those lines generally west of the Mississippi, and let me say further, that when you have the courage to unite with and stand by our Order, the O. R. T., you are simply taking the stand to strengthen us to fight for that which rightfully belongs to our class of labor, as well to assist our employers, inasmuch that they shall be able to grant the reasonable favors that we ask. We have the "brains," the energy and numbers sufficient to see that something is done if we stand united and demand it, and then work, work, till we get it. The O. R. T. stands for something besides strikes. Let us think it over.

CERT. 42.

Moncton, N. B., Div. No. 63.

What is the matter with our divisional correspondent? If I had not seen him hale and hearty a few nights ago, I would have thought he had thrown off this mortal coil, and flown to another sphere, as there has been nothing in THE TELEGRAPHER from this division for a good many months. Now, do brace up and try and give the boys something from our division every month.

Perhaps it's because the O. R. T. is making such progress on this division that you think we have no need of items in THE TELEGRAPHER; if so, you are mistaken, as we would like to see our division represented in the fraternal columns of THE TELEGRAPHER as well as the other divisions.

A special meeting was held in Moncton, at the Hotel Minto, Tuesday, August 21st, to decide whether we would send a delegate to the special session of the Grand Lodge. After talking the matter over, it was considered advisable to send a delegate from this division, and our President, S. C. Charters, of Point du Chene, was chosen as delegate, and R. W. Scribner, of Memrambook, as a substitute.

We had much pleasure in welcoming Bro. Ward, of Campbellton Division, to our meeting, Tuesday night.

Several changes have taken place these last few months. In Moncton despatching office, we have four despatchers, Messrs. B. S. Ward, C. W. Price, A. Dunn, M. McCarron, and Mr. H. B. Flemming, chief despatcher, where we previously only had three despatchers (with an eight hour trick), and a chief dispatcher. Among these five despatchers we have two good and true members of our noble Order, Messrs A. Dunn and M. McCarron.

We were able to call our chief, Mr. H. B. Flemming, Brother, but for some time his seat in our Lodge room has been vacant. It is the earnest wish of all the boys that they may soon see their chief back amongst them again as in days of yore.

There are also three operators in this office, and all good members of our Order: Mr. W. P. Hutchinson, clerk and operator; Austin Scribner and McGrath.

At Buetouche Junction we have Clark, who handles the levers and pounds brass.

Bro. T. L. Powell, night operator at Painsee Junction, is relieving Bro. W. A. Bateman, station agent at Painsee Junction, who is having his vacation. Williamson, another new man, is working the night trick—Powell's place.

At Calhoun's we find Bro. Welling, days, and Goudge doing the owl trick.

Bro. Welling is a staunch member of the O. R. T., and the boys always like to have Max with them at their meetings. Hope you will not be long in getting Goudge into the fold, Max.

At Memrambook, we find Bro. R. W. Scribner, station agent, who was elected substitute to the delegate for the special session of the Grand Lodge in St. Louis. Bro. Ripple does the night trick.

Dorchester, Bro. G. B. Burnett, Past President of our Lodge, and our delegate to Peoria, Ill., at the last convention, is station agent, while Bro. E. J. McCarron is holding her down at night, in place of E. J. Sherrard, the regular night man.

At Evans, we have Bro. Breau as day operator, and T. B. Lowerison, at night. We trust to Bro. Breau to have Lowerison one of us soon.

Sackville, Bro. Palmer, the genial station agent, and E. J. Sherrard, relieving Bro. Forbes, who is the assistant station agent, and at night, Bro. Atkinson.

At Aulac we find Mr. J. Sutherland, agent, and Gordon Sutherland, operator.

Now at Amherst we have Miss Bunn as day operator, and Bro. W. J. McNair at night. Bro. C. O. Davidson, the regular night operator at Amherst has been working in the freight house there, while Fitzmaurice, the station agent, is having his vacation.

Nappon, Bro. G. J. Lutes billing hay and asking for more box cars.

At Maceau, Bro. Henderson, station agent, and Bro. Dick Gross, acting assistant agent, in place of Bro. D. W. Dunn, who has accepted a position as operator in the Truro despatching office. At nights Bro. Hal. Belyea holds her down.

Athol, we have Knowlan, station agent.

At Spring Hill Junction, Bro. J. F. Power is acting station agent while Bro. Forbes, from Sackville, is acting assistant, and Bro. Ed. McLean and W. L. Brown, as operators.

MORE ANON.

The Delaware & Hudson Co.

Pennsylvania Division:—

Hello! hello! This is the Pennsylvania Division of the D. & H. Co.'s R. R., away up in North Eastern Pennsylvania. We have been waiting and watching in vain to hear something from the boys before this, but life is full of disappointments. We therefore decided to make a trip over the line ourselves, and make you acquainted with the boys.

At Nineveh Junction we have Mr. Carr, "WC."

South Nineveh, Mr. Marsh.

Center Village, Mr. Livingstone.

East Windsor, Mr. Morris, days, but cannot remember night man's name.

Windsor, Mr. Barrett and Mr. Barrett.

State Line, Mr. Bates.

Lanesboro, Mr. DePew.

Jefferson Jct.—Mr. Flaherty, days, and Mr. Ferry, nights.

From here we go to Carbondale, and at "CD" Erie dispatcher's we find:

Messrs. McCoy, Purtell and O'Boyle, at "F. S."

Fred. Moon at "J."

The jolliest man on the line, Bro. M. F. O'Malley, days, and Mr. Grinnell, nights, at "FH."

Bro. P. F. Kilker, days, and Jakey Solomon, nights, at "CY."

C. R. Smith, days, and Willis Moon, nights, at "MS."

George Moon at "CA."

A. W. Corbin and G. F. James at "ND."

Dispatchers Tucker, Briggs, Nye, Parry, and Morgan, and copyists Rounds and Corbin.

At Lookout Junction, Ed. Reardon.

Mayfield, Bro. H. J. DeGraw.

Jermyn, W. R. Dodson.

Archbald, W. F. Davenport.

Peckville, W. J. Broad and Mr. Hoffecker.

Olyphant, Miss McKeene—wish we could say Sister; maybe we will some day.

Dickson, J. W. Samson.

Green Ridge, Bro. Pace, days, and Mr. Murray, nights.

At Vine St., Bros. Rafter, Garrigan and Ryan.

At Carbon St. Jct., Bros. McMasters and Corcoran.

At Scranton, Bro. D. B. Parry.

At Bridge St., Bro. Loftus.

At Steel Works, Bro. Booth.

Minooka, Messrs. Petersen and Davis.

Minooka Jct., Messrs. Nye and Deebler.

Moosic, Mr. Metz.

Avoca, Mr. Sower.

Pittston, Mr. Williams.

Yatesville, J. M. Rosener.

Lafin, Mr. Twist—not Oliver.

Hudson, H. A. Twist, days, and Mr. Moore, nights.

Miners' Mills, M. D. Moot.

Parsons, F. M. Chase.

Wilkesbarre, Mr. Pullins.

Now, as you know the boys, I will tell you something about them next month, with a possible something about our Honesdale Branch, the once famous Gravity road, where we have Mr. Knapp at Rackett Brook.

Mr. Rounds at Panther Bluffs.

Mr. Chapman, at Fairview.

Messrs. Williams and Stephenson at Waymart.

Messrs. Sheesler, Chapman and Bishop at Honesdale.

I will cut out for this time, and remain,

Yours in S. O. & D.,

CERT. No. 1000.

Canada Atlantic Ry., Div. No. 15.

In perusing August number, I notice a couple of lines written under Canada Atlantic Railway, concerning assessment of \$2.00 for the Southern Railway strike. The writer says, "We are kind of muddled about it." This question will likely be fully discussed at our special session in St. Louis, Mo., and receive due consideration. In my humble opinion, I think that every member should be made to pay this \$2, or withdraw from the Order, because if another strike should take place and an assessment be levied, the response would be very meagre (which is most disastrous to a strike), and this because the members will say, "In past strikes, only a certain number of the members paid their assessment, and we believe they are always the same members. Others are let loose for the sake of keeping them in. If all members are treated alike when a strike occurs,

they will respond to the call more promptly, knowing that they must pay sooner or later. This would not only help the strikers financially, but also morally. I will leave this question open for better writers than I am. I only wanted to give a rough sketch of my opinion.

By the way, this division is growing up rapidly. Members are pouring in at every meeting. Still, there is some work to be done yet. Boys, do not let the wheel stop. A little more help, and this division is solid. Those that can attend the meetings should not neglect this important duty; it should be a pleasure for them.

If we start at Depot Harbor, we find Bros. McDonald and Powers, who make instruments click in a lively way.

Bro. Malloy at Edgington.

Mr. Goodier, of Sprucedale, has sent in his application for membership.

Next we find at Scotia Junction, three good O. R. T.'s, Bro. V. J. Mongeau, agent, Bro. R. J. Blackaby, days, and Bro. Wm. McDonald, nights.

Bro. H. G. Younky, at Kearney, is always in good humor.

Bro. M. J. Fowler, at Canoe Lake, is kept quite busy. Don't you make a mistake in billing, for he has his eyes on it.

Bro. Ussher, at Madawoska, took his holidays, and so did Bro. Blackaby.

Mr. Kinstrea, agent, "MD," thinking he was sick, went home, but soon discovered his error, and came back to work; so much the better.

Let me stop right here. I know I overlooked a number of good O. R. T. Let someone else give a crack, as I am not well acquainted with all the boys.

CERT. No. 73.

Cincinnati, Hamilton & Dayton Railway. Wellston Division:—

Bro. Barrett has returned from his well-earned vacation, which was spent sojourning on the lakes. Bro. Barrett says the cool lake breezes were very refreshing, and it was quite a trial to return to bask in the "hot air" of the City Ticket Office. Hope you enjoyed it, Bro. "B"; glad to have you back. Mr. Smith fought the wire during Bro. Barrett's absence.

Bro. Bushaw still takes his shirt off at night before going to bed; he says, if this hot weather continues, he is going to dispense with a shirt altogether.

Bro. Hooper, still at "RH," continues well, and performs the several duties of his office in his usual masterful way. He is taking subscriptions for a new sounder. In meantime, we note Bro. Christopher is much improved, but continues to wear a shade over one eye. We notice, however, this does not interfere with his appetite; he called on us a few days ago, and his girth is quite surprising. Hope you continue to improve, Bro. "C. R."

Bro. McKibben, at "RO," nights. Any Brother want to rent or sell a typewriter, address

Bro. McKibben. Come up to meeting, Mac, we miss you.

Who voted for Shields and Bushaw?

Bro. Welch, at "WD" continues fat and jolly. Did you find that basket peaches, "CW"?

Bros. May and Baughn, day and night at "X."

Bro. Henson, at "JA," continues to rustle. "JA" is a warm job, especially this warm spell.

Next comes Bro. Taylor, at "MD." What's the matter, "AJ"? miss you at the meetings. Pretty hard for you to get off, but try and get in next time (September 6th).

Washington still the same old way. Bro. Toops keeps house at nights, 13. Mr. Cross couldn't get what he wanted, so won't play any more; don't know where he is going. Think Mr. Smith is in line for the vacancy. Bro. Kibben, think you are in line there. Look after it. Bro. Toops, I 13, does not want it.

Bro. Chamberlain, at Allentown, exchanged with Bro. Penland, who is now at Austin.

Bro. Penland from (AU) is relieving Bro. Smith at Frankfort, who has gone to Kansas to recruit his health and obtain some fresh air. He accompanied his mother, who, we are sorry to hear, is very poorly. Hope you will return refreshed, and enjoy your vacation, Bro. "FS."

Bro. Egan, at "CH," keeps busy with J. W. A. & L. W., J. A. G. & 31s, and trying to keep cool in a bay window; better days coming when the snow flies.

Bro. A. W. Toops, night owl at "CH." Come in and see us, Brother.

Bros. Wagner and Poling at N. & W. connection.

Bro. Wagner at present is having trouble in trying to get away for his vacation. Operators scarce on this end.

Bro. Poling dropped around last week and called on the paymaster for his money. Says he did not send any shoes down on the branch, nor is he trying to.

Bro. Shelton, "B," was up at last meeting. Looks natural. Come oftener, Billy; always glad to see all the good people.

Bro. Brown, at "AU," says he can't hear the call for the pump.

Bros. Welch and Warneke, on branch, say everything is lovely, and business picking up again.

Bro. Shields, at "RO," days, is on the war path, and is supplied with a mauser and plenty of ammunition. He can't ring in the "anniversary scheme" any more.

Div. Cor.

Ashtabula, Div. No. 36.

Division No. 36 met at Andover, Ohio, Thursday evening, July 26th, at the usual hour and place. Account of the absence of Brother Wolcott, Brother Davis was placed in the chair. Minutes of the previous meeting were read by our worthy Secretary and Treasurer Dellmin, and

approved. Considerable business of importance was transacted, and the meeting adjourned at 11.30 p. m., to meet one month from date.

This meeting was an excellent one, and the largest ever held in Andover. Second Vice-President Bro. Taylor being present, made a long and appreciative address. Several other prominent members were present, which I will not take the space to mention.

Division No. 36 is rapidly progressing, applications for membership are received each meeting, and newly-made members enrolled.

We are glad to see so many Main Line boys coming in the Order. It will only be a short time when the entire system is O. R. T., from start to finish. Business continues heavy on our branch. In addition to the six hundred cars ore and nine hundred cars of coal per day, several excursions have been run to different points, keeping the boys constantly on the jump. On the 27th of July, there were sixty-four trains in and out of Andover Junction. What do you think of that for a single track road?

The two Roods at Andover are enjoying new linoleum on their office floor; this makes the nicest office on the line.

Charley O'Malley is doing the night work at West Yard, Ashtabula. Chas. is an expert, and we hope he will remain with us, for we are sure of another good O. R. T. member.

Brother E. J. Payne, extra dispatcher, on account of sickness, is working at Jefferson nights. "NX" was one of the best in the office, and is liked by all of the boys. Brother T. D. Dellmin takes third trick while Payne recuperates. Dave is doing good work, and we see no reason why he should not be successful. He has the best wishes of all.

Bro. E. A. Thompson, of Jefferson nights, is at Oil City days, account of the sickness of Bro. Bonner.

Brother E. J. Thompson, "the all-around man," is at Youngstown yards for a few days. Brother Wadell is taking a few days off.

Brother R. W. Ferry, of Leon, was off a few nights, account of the extremely hot weather. He was relieved by L. Humphrey.

Brother Paisley, formerly of Williamsfield, nights, took the work train job. Brother E. J. Root relieves him.

Brother Earl Smith, of Stoneboro, is copying second trick in "My" office for a short time. Earl is one of the best, and we wish him success. Brother Joe Root is acting as manager at Stoneboro.

Account of the scarceness of operators, and no "ham factories" in operation on Division No. 36, it was necessary for several men from different parts to help out. I am not familiar with their names as yet, and cannot place them. Let the good work go on. With best wishes to all.

Div. Cor.

Harrisburg Div. No. 3.

The members of the division are requested to remember the dates of the meetings, viz., the first Tuesday night and third Thursday morning of each month, and endeavor to be there. At each meeting business is transacted which should have your attention, and the only way you can gain full knowledge of the same is to be present. The morning meetings should be the best, as a good percentage of the members along the middle division can arrange to attend. If you would once get to see the big Dutch smile of Bro. Zimmerman and his right bower, Bro. Ellinger, along with the rest of the bunch on account of your presence with them, it would become contagious, and you could hardly remain away when compelled to do so. Try it.

On account of a number of contractors' offices being established along the middle division, extra operators have become very scarce.

The "boys" in the main office at Harrisburg have been given a raise of five dollars per month on their checks for August. The only unpleasant feature about the raise is that it did not reach out along the lines, where the "boys" also do some work. It is hoped that we will not be passed by entirely as unworthy of a raise, which would add much to our pleasure and exchequer, especially as the holiday season is not far distant.

As Bro. Dacres is among us now, it behooves each Brother to put on his harness and get right down to work, so that when the Brother drops in to see you, you can point out to him the material all ready for his handiwork, and show him a field with standing grain, ready for his harvesting machinery, which we "13" he has been using to good effect since he has struck this pike.

C. W. Reamer, Esq., of Pittsburg, formerly a "lightning slinger" among us, has been visiting his parents, at Marysville. He is the author of "The itinerant railway operator" in our journal of last month.

Bro. Robinson, of "PR" block station, has been camping for some time on a remote island in the midst of the placid waters of the Susquehanna River. On account of the nauseous river water, "CB" keeps a tub of ice on hand with a battery attachment for those who have the *pass*.

Bro. Keel, at Cove Forges, who has been on the sick list a long time, is improving. We trust that ere long he will be among us.

Bro. Weaver is once more on duty at "PR" block station, after being off duty almost a year with a disabled arm.

Bro. H. B. Hines is once more on duty after visiting friends in Ohio and Iowa.

A new block signal station has been opened at west end of Aqueduct third track. Opr. S. A. Potter is doing the day work, with Bro. C. S. Buffington "owl."

LAMUS.

Erie Railway System, Div. No. 42.*Chicago Division:—*

Bro McWhinney, who was agent at Boone Grove for several years, has left the service of the company, to take a position in the U. S. Mail department. The best wishes of the boys go with Mac.

Bro. Paul, from Bass Lake, takes the Agency at "B," and Opr. Carr takes Bass Lake.

Bro. Treadway, agent at Wilders, has finally obtained a long-desired lay-off, and is visiting relatives in Southern Indiana, Bro. Forbes, from Aldine, having relieved him.

Bro. Chapman, night hawk at North Judson Tower, went with the Sheridan Club to Bass Lake, August 19th; says he had a good time, but ruined his "shirt waist pants."

Bro. Moonshower is back from California; says he had an elegant time, likes the country, and advises the Erie boys to get a Southern Pacific schedule. All right, Harvey, we will.

We understand Bro. Oliver, agent at Servia, has purchased a fine farm near Dayton, O. Have not heard if he intends moving on to it or not.

Bro. Nye is now at Bippus, nights, and says he hopes he can get settled somewhere before November, as he wants to vote for "Bill."

Bro. W. H. Coyle, from 14th St., is now working in Dispatcher's office at Chicago.

Bro. H. D. Fuller worked few days at 14th St., but is now taking a few weeks leave of absence.

Despr. W. O. Hollingworth has left this company, and will try his luck in the West.

Cook now takes the 3d trick east end, and Gear is the next in line for promotion, taking 2d trick west end, vacated by Cook.

Beatty comes next, and all the boys will be pleased to see him promoted, as he is certainly a nice fellow.

Bro. C. H. Emery takes Hammond Tower, days, first of September. He has become tired of pedaling between Hammond and Highlands, and this will shorten his "trick" an hour or more.

There are a great many Brothers not mentioned here, but they are real sneakin', and won't do anything to give us a whack at them, so we will cut out.

CERT. 149.

Susquehanna Division:—

Opr. S. Worcester, of "SR" tower, has accepted the day job at "MJ" tower, Southport.

Opr. Baird, who has filled the position of night operator at "OG" tower, has secured a more desirable place in the freight house, at Owego, as clerk, at same pay and ten hours and no Sunday work. Glad to see you advancing to the front "RN."

Opr. M. E. Downey, of Little Falls, on Greenwood Lake division, is spending his vacation at the home of his parents in Union. Mr. Downey formerly worked on this division.

Opr. D. J. Downey, of "KZ" tower, has returned from a fishing trip down the Susquehanna River with a party of twenty young men of the

fire department of Union, of which Mr. Downey is a member. The trip was made on a large flat boat, made expressly for this trip. The boat was christened the "Phoebe Jane," and carried them safely to the end of their journey. Train Dispatcher Coleman was royally entertained by the boys at Ulster, Pa., where he was spending his vacation. How would you like to be the "ice man" on the Phoebe Jane, "C." Downey says he only fell in the river once during the trip.

Opr. J. Doane, of "BT" tower, has taken the vacancy at "MJ" tower, nights.

Opr. H. S. Owens, of Cameron, is absent and with his family is visiting friends at Jamestown.

Opr. G. W. Doane, of "XU" tower, has secured the "only job" on the swale, that of Adrian, nights.

Station Agent R. P. Youngs, of Rathbone, is absent on vacation, Opr. Bowyer, of "UO" tower relieving him.

Opr. Ray, of Addison, also absent on vacation, relieved by Opr. Colbert.

Opr. Ginanne, of "IX" tower, and Opr. Ripley, of Corning, are absent on vacations.

Opr. Branch, of Campville, is working at "XU" tower until regular man is appointed. I 13 there is quite a race on hand to see who will be the lucky man for the position.

Opr. Ackerman is absent on vacation, his place being filled by Ext. Opr. Beattie, at "VO" tower.

Opr. Ryan, of "FG" tower, is absent on vacation, relieved by Extra Opr. Chase.

The family of our late departed Bro. M. A. Creagh wishes through THE TELEGRAPHER to thank the operators on the Susquehanna Division for the many acts of kindness shown them in their late bereavement, also for the choice flowers furnished at the funeral.

CERT. 291.

Mahoning Division:—

Bro. A. L. Taylor is now organizing on this division. Now, boys, all take hold and help Bro. Taylor, and we will have an up-to-date division.

Bro. R. Orourke of Canfield, was relieved a few days by Opr. Mackey of Warren.

Understand Ross was out camping.

Mr. Wilson, agent at Phalanx, is taking his annual vacation, being relieved by Bro. W. V. Saltzman, Bro. Saltzman's place being filled by Extra Opr. Armstrong, of Niles.

Bro. John King, Mahoning, nights, has been off duty for about two weeks, account being sick. Hope you will be on deck again soon, John. Extra Opr. Funk has been working at Mahoning, nights, while Bro. King is off.

Extra Opr. Mackey is working at Hiram while Opr. Harrington takes his vacation.

Bro. Case, "HK," says he is about \$2 ahead on the slot machine. How about the "Hatchett" "CA."

Mr. J. M. Hall returned from Western trip, August 2d, Bro. Beattie returning to "JU", Opr. Holbrook taking his own place at Sharpsville.

Opr. Billig, at "JU," has taken a wife. Here is happiness to you, "B"; wish you would marry O. R. T., it is a good thing, also.

The pump man at "JU" has been taken off, and night Opr. now has to do the pumping. Hope this will not always be so.

Both Furnaces at "SX" idle, and Opr. Cull looking for another job.

Understand Opr. Fairbanks is going to quit this fall, as he is a full-fledged dentist now.

CERT. 54.

Cincinnati Division:—

There are a great many new men on the division now, and it is hard to keep track of them. Among them is Nowell, an ex-dispatcher on B. & O.; J. P. Wilson, from C. & O., brother of R. D. Wilson; and F. L. Lengs.

L. F. Allen, "DI" tower, nights regular.

Bro. J. F. Smith, agent, Polk, off month. Extra Agent, Broyles worked.

Bro. C. H. Owens, Polk, nights, off month. Ex. Opr. Wise worked.

H. E. Stoner, Hills, days regular. J. J. Kelly, nights regular.

Bro. J. S. West, of Akron, nights, and Bro. Geo. Weddel, of "YD" tower, nights, were earnest spectators of the riot in Akron, night of August 22d, at safe distance, however. Talk about "Boxers!" You ought to have been in Akron to have seen them.

W. M. Guthridge got Ontario nights. Look out for broken interlockers.

F. L. Lengs, working Burbank nights temporarily.

Ewing got Nankin nights regular.

There seems to be two Mike Walshs on this Division. It has just come to light that the boys at "GN" love Mike, so they keep what they think is an image of Mike in the shape of a rat skeleton neatly carved with Mike's name on it. Mike is now overjoyed at the present some one sent the admirer of this skeleton ("CGS") in the shape of a big iron bug. C. G. Smith can't quite get over it; bugs and rats go together. As the old maxim goes, "Birds of feather flock together."

Bro. Geo. Chapman, of Meadville Division, East, was again called over on this Division for a few days extra work at Rittman.

Bro. E. H. Guthridge, agent at Rittman, took a much needed rest this month. Extra Agent Broyles worked.

Bro. H. D. Knox, of Sterling, nights, was married since our last news. This Division wishes them much happiness, although a little late in doing so. The bride's name was not learned.

Bro. John W. Tynan, of Marion Junction, is to be married September 4th to Miss Anna Heffernan. 'Chout, John, for that broomstick.

"Tribby" Tracht took Riblet, days.

Temporary office "US" between Ontario and Riblet, closed.

The new interlocking apparatus at Ontario was placed in operation, with Bro. W. W. Walker agent, operator and leverman. This gives a double track from Ontario to "BX" tower, west of Galion, where Bro. W. H. Todhunter, in the new interlocking tower, reigns supreme.

Bro. Ryan is again O. K. after a spell of sickness.

"Red" Welch working at "GN" office while Thomas worked at "3" office, Galion.

Bro. Ballinger, at Martel, has an attachment for his bike, which he uses on track, Martel to Caledonia, three miles in fifteen minutes. Boards at home.

The writer of the following from North Lewisburg, in the Urbana papers, knows a few of the trials of an operator, as he comments on the proposed new depot at North Lewisburg: He says: "And Johnnie Organ will still continue his duties as station agent, telegraph operator, baggage agent, ticket agent, express agent, accident agent, bill clerk, car inspector, engineer at pumping house, oiler, mail carrier and messenger boy. It is currently reported that the company intends to fire the section foreman and crew and put their work into John's hands to occupy his idle moments so that he will be the whole thing." The above is true, as recently the pumper was let out and Johnnie does it all for the same price. Why shouldn't he do it; he wants to. When operators won't do a dozen men's work then there will be hope for the profession. This operator and agent, through much sickness, doubtless has an excuse for not being able to keep up dues. Don't let that worry any one; provision is made for all such on proper excuse. The work is so much at this point a student is necessary.

Bro. A. L. Covault, Urbana, nights, is laying off; Neal working nights, and Campbell, days.

Leekline Dayton ("DN") days, expects to leave for Denver, Colo., September 1st for relief from hay fever.

Meadville Division, East:—

Bro. S. E. DeWitt attended the Maccabee picnic at Long Point on Chautauqua Lake August 1st. Bro. D. captured the first cash prize in the boat race and first prize in the egg race. That was a *parlor table*. While Mrs. D. was not left out. She got second cash prize in the ladies' running race. Bro. Chapman did the lever work at "J.N" during Bro. D.'s absence.

Regular Opr. Stratton, of "XB," was relieved at "XB" by Extra Opr. Rachel. We "13" it is permanent retirement on Stratton's part, as he could not see No. 5 coming. Brothers, keep your eyes on that train if you wish to remain on the Erie.

Miss Shields has been absent for two weeks on account of sickness. Bro. Chapman worked at "US," nights, and Bro. Broderick, days, during her absence.

Extra Opr. Matson was sent to Kennedy for a few days, Regular Opr. Burch being away.

Extra Opr. Frank Crow is still at "OQ," nights, during his brother's absence.

Bro. McElroy was seen at Corry the other day. We understand he has now moved to "I," where he is working steady.

Died at Meadville, Pa., Dispatcher Sampson, who worked on the H. F. Division, West. He was well known and a thorough railroad man. His many friends will miss him, and the telegraphers extend their sympathies to his family.

It is reported that Bro. Petit, at "MY," grows the largest potatoes along the line. He was showing one that weighed five pounds. Who can beat it, "EH"?

We "13" E. J. B., of "J," has dug the old shotgun out and given it a thorough cleaning. Now look out for the squirrels, for "B" is an expert at that.

Bro. Chapman was sent to Rittman to work a few days. Bro. "AC" says it's like going home, for they are all O. R. T. boys out there.

They all say Bro. Maloney is O. K. with that 'er violin. He can keep time with No. 5 to perfection.

These hot days causes a great deal of sickness along the line, and we notice that the dispatchers seem to be taking a good many days off. They have one day each week they have to rest up in. Wonder if they ever think of the operator who is cooped up in the towers and stations for twelve hours, where it is 100 degrees in the shade, and still some of them will sweat along with some of those *ham shops*, and when a *brother* goes out to get a fresh breath it is this. "You stay there; don't go away or S. H. M. will look to this," and still they will grind away with a student all day and look happy and gay. Brothers, if those professors don't do something soon we will put them on the list and publish them. They have had time enough to join, for a man who will not try to help keep the O. R. T. up should be shunned by all Order men, and when they get posted some of the trainmen will get them where the hair is short. Then they will consider their position is not a very pleasant one.

With best wishes I will cut out now.

Yours in S. O. and D.,

"X."

Pennsylvania Railroad.

Pittsburg Division:—

In looking over THE TELEGRAPHER for July and August we failed to see any notes from this end of the road. Now that looks bad, and some would think there were no O. R. T. boys in this way, but we can assure you there is a greater number than this end of the road is given credit for. The only trouble is we have all been waiting for the other fellow to start the ball. While I give it a gentle kick I will expect some of the other brothers to keep it moving.

Mr. Rice, Hess and "Eagle Eye" Downes, the "jolly three" from "OD" office, took in the operators' picnic at Cresson August 21st. On account of vacations and so much sickness quite a number of the boys on the west end were disappointed and could not attend. Several of the

boys asked for transportation for themselves and friend, but the poor railroad company could not afford to do this. We also "13" that the committee who had charge of sending out the invitations asked for a list of all the operators on the Division so they would miss none. They got it—where the turkey gets it about Xmas time. Of course, had this been an engineers' or conductors' picnic things would have been quite different, and the reason is very plain—the engineers and conductors are as one. Can you take the hint, boys? It's raining; get in.

The boys will be very glad to hear that Mr. Turner, operator at "VI," is improving rapidly after a long siege of fever. Mike, we miss your familiar fist and hope to hear you working soon.

Miss Rachel Huston, "night owl" at "UJ," attended the shopmen's picnic the 18th, and since then has been nursing a lovely cold. "RH," have you been lost lately?

On account of Miss M. L. Casey attending the annual picnic of the employes of Pitcairn shops, Miss Minnie Diehl, W. R. Blystone and E. J. Amend worked twelve hours at "GH" August 18th. "CD" says this is about the only picnic that she cares to attend during the season, as tickets cost only twenty-five cents for the round trip, and then she has such a nice time.

S. G. Clinger, second trick operator at "CM," is spending his vacation of about two weeks with his relatives in Mt. Union. He will go as far east as Philadelphia before returning. Opra. J. J. Standley and H. A. Kacy are working twelve hours while "BX" breathes pure mountain air and enjoys a fish along the banks of the Blue Juniata.

M. S. Bankert, second trick operator at Wilkinsburg, is taking a much needed rest of one week. He and his wife after taking in the operators' picnic will visit relatives near Altoona. Opra. W. J. Glenn and J. H. Green, both fine boys, are working twelve hours while "MS" is away.

It is really not much of a vacation for the boys when they are compelled to work twelve hours for three or four weeks in order to get one week's vacation. It's a regular thing every year—no extra operators for the switch towers. Can't this be overcome? We think a little more money would have the desired effect. Some of the best operators in the country have left the P. R. R. Co. on this account—not enough money.

W. R. Blystone, 12 to 10 p. m. man at "GH," says he don't mind getting sick once in a while, but when the doctor prescribed "work wreck office at Ardara tunnel until cured" then is when he commences to realize the enormity of the dose.

It would be hard to keep track of all the operators who work at "WC" during one month. This seems to be a starting point for all new or extra operators. It keeps "XA," "DX" and "RH" awake looking after them. Something will have to be done, as these operators cannot afford to lose so much sleep.

Mr. Wentz, first trick man at "N," started east on a two weeks' vacation August 14th, but was only away five days, when he was called back to

go to work twelve hours on account of the serious illness of Mr. Russell's child. Mack says all the messenger boys in Harrisburg were after him. W. G. Russell and S. D. Daniels complete the list at this office. Mr. Daniels is a new man on the west end. "DX," how do you find the resting board at "N" compared to the one at "MO"? Little hard, eh?

At "UJ," days, we find Mrs. Pringle keeping tab on the accommodations. Boys, here's a "tip" for a fine drink of cocoa. Step in, "FD" and "RH" can make this to perfection, and will entertain you royally, providing you leave your cigarettes outside.

E. J. Amend, one of the good-looking young men at "GH," has been enjoying a two weeks' vacation, and thinks it's pretty tough to knuckle down to twelve hours so soon after a pleasure trip. You will feel better pay day, "VR."

Miss Taylor and her brother, George, have gone on a trip across the pond, and will visit Ireland. We "13" the object of the trip is to look after some property. We wish you success, "NC," but don't forget to bring "RH" what you promised her.

J. J. Daniels, second trick man at "SW," left August 20th on a three weeks' pleasure trip. After spending a week at the seashore, he expects to visit his old home, Toronto, on the beautiful Ohio River, and enjoy himself among his boyhood friends. No fish stories after you return, Jack.

The many friends of I. W. Donahey will be glad to learn that Wilber is looking fine and prospering. He is now connected with the Union Railroad, holding down a fat position in the superintendents office, and the nicest thing about it, there is no danger of "DY" getting a swelled head. We wish you all the success going, old boy, but keep an eye ahead for "tail tracks."

Boys, you don't know what you are missing when you stay away from our meetings. It would do you good to go and see how these meetings are conducted, and am sure you would have a far greater respect for the O. R. T. Everything is done in a business way and there you find a jolly crowd of young men who work at your own profession and who believe in the "Brotherhood of men and the Fatherhood of God," as Henry George would have put it. Wake up, boys, and do your part and the O. R. T. will be only too willing to do its part to make our profession what it should be.

Yours in S. O. and D.,

ON THE LEVEL, CERT. 1181.

Chesapeake & Ohio Railway.

Cincinnati Division:—

Meeting held at Ashland, August 25th, called to order by Bro. W. H. Glenn. Bro. G. P. Grogan kept records. All trains were late and attendance was not large, but we had an interesting meeting. After a few preliminaries, Oprs. J. H. E. Jephson, A. L. Barker and C. H. Freye

were escorted to the room by Bro. Willis, and were made brothers. Brothers, we welcome you, and hope you will live long and prosper.

Bro. W. D. Hiser has resumed work at "MS" Cabin, after seven weeks' sojourn among friends and relatives. Glad to hear "HI" among us again.

Bro. Wm. Meyers is relieving Bro. Freye at Riverton.

Bro. W. H. Glenn has been installed as agent at Limeville. Bro. C. G. Erman is night man. Good couple.

Bro. H. C. Aumiller is batching this week. Mrs. H. C. visiting relatives.

Bro. H. L. Willis, of Zion, and S. F. Reed, of Glenn, were calling on friends in Portsmouth Thursday.

Opr. Jones is at his home very sick with typhoid fever. Bro. E. E. Rinehart is keeping car records at Glenn during his absence. Watch for flat wheels, "R."

Opr. Briner has left us. "13" he went to Basic, Va.

Opr. Bragg, of Quincy, reported sick, Opr. Halstead relieving him.

Bro. C. R. Murphy answers up at Garrison, nights. Are they all air cars, "C"?

Opr. Wilson, who has been at Russell many years, has resigned. "13" he is with the Erie.

Bro. W. E. Allen answered the bells at So. Portsmouth Saturday night, while Bro. G. F. Willis attended meeting.

Bro. H. T. Manlove acted "owl" at Vanceburg while Bro. Barker rode the goat.

Bro. Franks would have represented Buena Vista, but he missed the train.

Bro. S. J. Wheeler will be on hand next month; he is always on time.

Bro. C. S. Black is answering calls at Covington Depot, nights. Glad to hear you, Bill. Call us.

Opr. S. M. Humphreys has resumed work at Maysville after a much needed vacation.

Opr. H. E. Happy is taking a vacation.

Bro. Byrne, of Wellsburg, could not work for Bro. Stairs this month on account of Mrs. Byrne being on sick list. Our sympathy, brother.

Opr. Hennessy, of Augusta, is talking of leaving the key. We recommend on O. R. T. card before you go.

Bro. Viceroy, of Carrs, did not get out to meeting. We presume the fruit season has made a rush of business.

Bro. Wm. Traber, of Concord, did not show up. We will hear from him next month.

Bro. Matt Thompson, of Manchester, is kept busy, but will give you a welcome if you carry the up-to-date.

Bro. J. Bennett, of Gray's Branch, did not get out to our meeting. "B," come out next month. We are sure Mr. Ramsey will work until No. 17 arrives Sunday a. m.

Bro. S. B. Tully, of "MS" Cabin, is the happiest operator on the east end. It's a fine O. R. T. girl. She arrived July 31st. Mother and daughter doing well. We congratulate you, Bro. Tully. We all smoke.

Bro. T. J. Yancey came all the way from Brent to attend meeting. He was the only man from the west end. Bro. Y., come again. You will not go hungry while Bro. Rinehart is with you. There's some awful gluttons on this pike.

The students are not braking so much since one pulled the switch under a passenger train on the east end and had the professor put on the run. Operators, this should be a warning. Human lives are too precious to trust in the hands of inexperienced operators or levermen.

We have talked to a number of operators recently, who say we have their sympathy and good wishes. Now, men, we can't do business on sympathy, and we are not in shape to borrow, so come out and do your part. Don't offer us the hard-up story. It's getting stale. We need you and need you now. It is not necessary to make an argument and waste Bro. Perham's space. You all know our objects and don't waste any more of your time. Any brother will furnish you necessary blanks and price list. Don't put it off any longer.

Bro. Perham, chase the goat down the alley and print this, as we want to see the old Cincinnati Division represented. We could write much more if we had got to see some brothers from west end, but we have no apology to make, as we have done our best on short notice. With best wishes for the O. R. T., we remain

Yours in S. O. and D.,

CERT. 336.

Alleghany and Mountain Districts:—

The regular meeting of the Alleghany and Mountain Districts took place at Clifton Forge, Va., August 15th, with a tolerably fair attendance, but not as large a per cent as we would liked to have seen. Wake up, brothers, and get out of that comatose state and shed that old habit of "go-as-you-please-suit-myself," and get up a little energy and rub your bump of punctuality and try and present yourself at these monthly meetings. You are needed at each meeting to help with the business. Do you call it fair to stay at home and let a few members do all the work? Are you treating your Chairman with honor due him when you obligate yourself to support him and his officers and stay at home. I never knew a fellow to do much good towards helping building up our meeting when he was about twenty-five or fifty miles away. Make an effort, brothers, and come to these meetings. It will do you good and you will learn something regarding the progress we are making. Your wives certainly will not object to you being out with the boys one night each month when your personal affairs are at stake; when you are trying to benefit your condition and providing for your loved ones at home and, brothers, while we are trying to help ourselves, we are helping others who are striving to win bread for their wives and children also.

Now, brothers, I know sometimes it's impossible for each member to be present, but I don't

see any reason why 50 per cent of the members cannot be present. Do you?

A word to the "nons": Brothers, how long are you all going to stand by and see capital press down on your co-laborers and not lend a hand? Did you know that every notch gained by capital over labor means that much closer to slavery, and the same tide will be carrying you along, too, with us. Don't build air castles in the blue atmosphere or heaven and wait for the white dove of plenty to float from the palace of Gold to divide with you what capital and trusts are hoarding up. If you do see such a thing coming it will be the 'ump of Low Wages and Long Hours' coming to announce another cut in your already meagre salary. Come in with us and help us. We need your brains, your abilities and your voice in this struggle for a fair livelihood.

Our General Chairman was present and we enjoyed a talk from him. Chairman Stratton is the right man in the right place and has the Order's welfare at heart.

We regret very much to announce the resignation of Bro. C. S. Turner as our Local Chairman of the Alleghany District. Bro. Turner has been in harness a long time and great credit is due him for the way he worked during his term as Local Chairman to get justice done each member under him, and his undying effort to build Division No. 40 as a solid system.

I am glad to be able to introduce Bro. W. P. Bickers, of Halcumb Rock, Va., as our Local Chairman, and I feel confident in saying that all members will be satisfied with his election, for Bro. Bickers is a loyal member of our Order and has the welfare of each member at heart. Now, brothers, let us rally around our new Chairman and support him in his efforts to benefit our Order.

I don't hear the "goat" yet trying to get this epistle, so I will say three cheers and a tiger for Bro. S. M. Alvis and good wife, of Longdale, for the nice treat of ice cream and sherbet we enjoyed at our meeting. When Bro. Alvis announced that ice cream was in order, there was no use for Bro. Hicks to pound for order. Nothing short of an earthquake would have stopped us, and we extend many thanks to Bro. Alvis and wife for their remembrance, and may the Heavenly Father shed peace and plenty upon their journey through life.

While Bro. Alvis was treating
The boys who were at the meeting,
The "stay-at-homes" were planning
How to keep cool without fanning;
Where, if they had come that night,
They would have found the solution all right.

Well, I must cut out now. I trust there will be a 75 per cent meeting next month.

Yours in S. O. and D.,

CERT. No. 202.

ASHLAND, KY., August 1, 1900.

To the Officers and Members of C. & C. Ry. System, Division No. 40, O. R. T.:—

We, your committee, beg to submit the following resolutions, viz.:

WHEREAS, The great and supreme Ruler of the universe in His infinite wisdom removed from among us our worthy and esteemed brother, J. H. Mutters; and,

WHEREAS, The long and intimate relation held with him in the faithful discharge of his duties in the Order of Railroad Telegraphers, makes it eminently befitting that we record our appreciation of him; therefore, be it

Resolved, That the wisdom and ability which he has exercised in the aid of our Organization by service, contribution and counsel, will be held in grateful remembrance; and be it

Resolved, That the sudden removal of such a life from among our midst leaves a vacancy and a shadow that will be deeply realized by all the members and friends of our Organization, and will prove a serious loss to the community and the public; and be it

Resolved, That with deep sympathy with the bereaved relatives of the deceased we express our hope that even so great a loss to us all may be overruled for good by Him who doeth all things well; and be it

Resolved, That a copy of these resolutions be spread upon the records of this Organization, a copy printed in the local papers and a copy forwarded to the bereaved family.

C. R. PETTUS,
W. H. GLENN,
G. P. GROGAN,
Committee.

B. & O. S. W. R. R.

Notes of the Banquet:—

A good crowd out for an enjoyable time.

The ladies had a long and pleasant (?) wait for the boys to come from the lodge room.

Was anyone tired the next day? No!

Pierson kept the crowd wide awake by his sallies of wit.

Bruce had to return to St. Louis on No. 3, so he said, but we let him off on No. 5, six hours after No. 3 had gone.

Pierson had to call on a friend (lady) the following day in Louisville, Ky.

Johnson enjoyed himself immensely. Ask him if he liked the drive of ten miles.

Hudson and his music failed to materialize, but through no fault of his, for the work trains kept him on duty until a late hour. Jake is up against it good and strong. He could not attend our last two banquets. Better success next time, old fellow.

Bruce and Pierson say they want to attend our next banquet, for they had an elegant time.

Bro. Stafford has resigned his position at Levett to accept a position on the "Big 4." Sorry to see you go, "Chub." Hope success travels with you.

J. H. Demann succeeds "Chub" at Levett. "Specs" is a good boy and will soon carry an up-to-date card.

The majority of the boys have been taking their summer vacations, giving extra men full time.

Don't ask Rawlins why he did not stay on the Missoula Division, Northern Pacific, for he might blush. Well, it is awful when a fellow gets a serious case.

The double track from Milan to Cochran will be completed by September 1st.

Milan, Cold Springs and Cochran get towers.

Cold Springs has the only passing tracks on the hill, two that hold seventy-five cars each.

Bro. Peck, of the Springfield Division, has all of the boys lined up in good shape, with the exception of two or three. I wish we had a few more workers like Bro. Peck on the B. and O. S. W.

Come, boys, get in line and march with a good strong front and methinks we will be in shape to get the same kind of a schedule as the B. and O. boys have. "RE."

Cleveland Terminal & Valley R. R.

The clouds that have been hovering over the old Valley operators seem to be disappearing. A raise in pay and a schedule are a part of the programme, which are the results of the good work done by our brothers, although we have one or two who refused to join us in our good work, but we hope to take them in yet, as I cannot see how any operator can consistently refuse after receiving from \$5 to \$15 per month, and at our expense. We trust there is not one man on the line small enough to refuse us. They should not wait to be asked, but come in voluntarily.

Now, brothers, as the higher officials have shown a disposition to treat us fairly it is our duty to show them that we appreciate their kindness and make a special effort to secure some additional business and more than enough to cover the raise in pay they have granted us. Keep your depot and depot surroundings neat and clean, be friendly to your shippers, request them to consult you before placing orders for local freight as to route and rates, etc., get a shipping order, placing same with your road's representative in that locality. This will do just as much towards increasing the company's revenues as an outgoing business. A little effort on our part in this direction will go a great ways in creating a more friendly feeling between employees and employer. In my judgment the employees and officials should work in harmony and work together. The employees should feel the same amount of interest in the welfare of the company employing him as the officials. You should never hesitate to do or suggest anything that might better the service or add to the company's revenues, and at the same time promote your own cause and interest. Don't feel or act like one or two of our agents, who have said, "I am satisfied with my pay and have got all the job I am looking for." While our superintendent

ents would, no doubt, not admit it, but these kind of men are not the kind they are looking for; they are in poor demand, as they have no ambition, no desire to better their condition and a less desire to better the company's condition who employs them. Their only object is to hold onto their job, and in a great many cases the only one they ever had and ever will have and to live and die where he was born. I would like to ask this question: If all railroads were managed by this class of men, where would our wages go, and the dividends for the company come from? To those who are familiar with the inside workings of a railroad it is quite plain. Would it not be better for this class to give way to a more intelligent and enterprising class? A class of men who have some object in view while on this earth.

For myself, if I had any idea I would not better my condition I would certainly take a back seat. We are all working for one thing. It does not matter whether it is the section hand or the president, it's the mighty dollar we are all grabbing for, and it depends on our actions and our conduct as to how many dollars we get. We should pool our interests by supporting and advocating O. R. Tism. We will then accomplish something, but beware of the man who says he is getting all the pay he desires.

There is one more subject I wish to speak of, which I consider of vital importance to most all agents, and that is the express commission, which amounts to nothing compared to the trouble and responsibility we are subjected to. What we do for the express company is no more than on account of charity, or in other words, we handle their business for the honor they bestow upon us. They don't seem to think we need any pay for the thousands of dollars we handle annually for them, and in case of an error in billing, or a shipment fails to reach its destination, you can go down in your pantaloons and put up for the whole shipment, including charges. Be good to the express company. God loves a free giver. You shall get your reward in some potter's field. I long to see the day when it will be at our option as to whether we shall handle the express in connection with our freight agency, and to see some of these cold-hearted officials traveling around in an ox cart gathering up their express signs, etc., from some farmer's cornfield or wherever we see fit to throw them, and to hear their melodious voice singing gathering in the sheaves, as they would be reaping a just harvest, a harvest they have been sowing for a long time.

May the good Lord guide and help us up that straight and narrow path where greedy express officials and politicians are unknown is my prayer.

Yours in S. O. & D.,

CERT. 938.

Commercial Telegraphers.

Present addresses of the following desired.
Last address given:

Frederick E. Hunt, 65 Morgan st., Buffalo, N. Y.; Arthur J. Guiett, 393 Clinton st., Buffalo, N.

Y.; Harry E. Clinkhammer, 736 West ave., Buffalo, N. Y.; Andy J. Laverne, 171 S. Division st., Buffalo, N. Y.; Chester L. Guernsey, 198 Eagle st., Buffalo, N. Y.; Stanton Maxwell, 1735 Carr st., St. Louis, Mo.; James Green, 1413 Olive st., St. Louis, Mo.; W. D. Tatum, 208½ N. Nineteenth st., St. Louis, Mo.; William Carroll, 2724 Olive st., St. Louis, Mo.; Ownby F. Hocker, 4443 West Belle st., St. Louis, Mo.; Frank D. Smith, International Hotel, St. Paul, Minn.; Clyde C. Hollenbeck, 125 W. Fifth st., St. Paul, Minn.; Harry M. Edmunds, 125 W. Fifth st., St. Paul, Minn.; Wm. J. Fegelson, 560 Temperance st., St. Paul, Minn.; Joseph F. Pugh, 149 N. Smith ave., St. Paul, Minn.; John A. Taylor, The Gladstone, St. Paul, Minn.; E. — Phillips, 10 W. Ninth st., Kansas City, Mo.; Chas. Foster, 60 S. Tenth st., Minneapolis, Minn.; Frank P. Jones, 445 Congress st., Chicago, Ill.; W. B. Campbell, Bartl Hotel, or Irving Flats, Chicago, Ill.; C. G. Frey, 162 N. State st., Chicago, Ill.; C. K. Strong, 390 N. State st., Chicago, Ill.; Thos. E. Ruddy, 265 Huron st., Chicago, Ill.; A. T. McCumber, 248 E. Erie st., Chicago, Ill.; A. E. Brandon, 382 N. Clark st., Chicago, Ill.; Louis Casper, 929 Lawndale ave., Chicago, Ill.; C. W. Erwin, 1364 W. Congress st., Chicago, Ill.; M. Finan, 384 N. Clark st., Chicago, Ill.; Jos. C. Ball, 3149 Forest ave., Chicago, Ill.; Edmond D. Keogh, 211 Cass st., Chicago, Ill.; Harry W. Lynch, 707 Madison st., Chicago, Ill.; Chas. J. Otto, 2638 Fifth ave., Chicago, Ill.

Please send addresses to Frederick A. Hallock, 919 Fullerton Building, St. Louis, Mo.

New York, Div. No. 44.

The first meeting for the month of August was opened in due form, at 8 p. m., on Wednesday evening, August 1st, at our rooms, corner Third street and East avenue, L. I. City, N. Y., with President R. H. Enright presiding, and seventy-eight members in attendance. All officers were at their respective stations. Minutes of July 11th, 17th and 26th were read and those of July 11th and 26th were adopted as read. P. H. Enright, Chairman of the B. of A., reported progress.

We were pleased to note at this stage of the meeting the presence of Sisters K. Hammond, J. Robinson and M. Gaffga. It was regularly moved and carried that the Division give a rising vote of thanks to the sisters as a token of our high appreciation and esteem for their presence at this meeting. Motion carried unanimously.

On account of the special session of the Grand Division, and to avoid a contest when the special session convenes, delegates elected previously to the last regular session, consisting of President Enright and Hinterleiter, Secretary and Treasurer, both resigned as delegates, thus compelling that new delegates be elected to represent this Division at the special session.

Numerous communications of vital importance were read and proper action taken thereon, after which they were ordered filed for future reference, where any member in good standing is permitted to examine them.

There being no further business, the President turned the meeting over to Grand Vizer R. E. Enright, who opened the initiation ceremony, and the officers donning their proper regalia and costumes.

Outside Sentinel T. J. Stack reported the following waiting initiation: R. Hendrickson, B. C. Crabbs, R. D. Elmendorf, W. W. Dyer, J. Cleary, J. H. Savage, F. Cody, T. F. Hayes and J. D. Webster.

Grand Vizer R. E. Enright instructed the candidates and permitted them to enter the main room, where the "goat" showed his appreciation to them.

The ceremony was performed with much alertness, and reflected credit upon each officer who took part in the ceremony. The candidates received valuable information which will be an everlasting impression upon their minds, never to break their solemn obligation.

After the initiation ceremony was gone through, at 11:30 p. m., the meeting adjourned to the banquet room, where an elegant collation was served. This banquet was enjoyed by all, and much credit for same is due to the Entertainment Committee. At 12:30 a. m., the meeting again returned to the main room, where a smoker was indulged in, and numerous addresses under Good of the Order were delivered by all members, and especially by our visiting brothers, which we take great pleasure in naming: A. A. Gerry, President Division 74; M. H. Shafer, Secretary and Treasurer Division 74, and the following members of that sister Division: T. H. Fox, P. A. Callaway, J. H. Johnson, R. A. Brown, J. Kelley. Pittsburg, Pa., Division 52, was represented by Bro. R. O. Shingledecker. Cleveland, O., Division 62, was represented by Bro. W. V. Wooley, and last, but never least, our congenial and esteemed friend and brother, J. A. Brandon, represented the Grand Division. Bro. B. has been organizing in this vicinity for a few days, and met with exceedingly good luck. The brother's work was very satisfactory in all respects, and he made many friends who were sorry to see him leave us so soon.

It is, indeed, a pleasure to say our night meetings are always well attended, and the members who do attend are taking more interest in the business at question than has heretofore been their custom.

I find that individual organizing has more effect upon the non-members than an organizer, as the operators as a general rule are personally acquainted with one another, and a few words in favor of the Order at the proper time would have a very good impression; and at the end bring the non-member in line. I beg that each member of this Division try this plan, also whenever you have a few leisure moments to spare do not sit idle (as idleness breeds no good), but write a few lines to some non-member and ask him to unite with the Order. If we all unite in doing this I feel confident that in a very short time there would not be a non-member in this vicinity. If you are not thoroughly acquainted with the necessary information, regarding fees, dues, etc.,

address the Secretary, who will be pleased to answer all questions at issue.

Our second meeting for this month was held at the "Old Stand" on Tuesday, the 21st day of August, with Deputy President T. F. Noon in the chair, and other officers at their stations. The minutes of previous meeting were adopted as read, and a few applications were acted upon.

The business on hand at this meeting was put through the proper channel, and the necessary action take thereon.

As usual the attendance at all day meetings is very small, considering the number of members who work night, and who could attend if they only would. Brothers, allow me to impress upon your mind the necessity of attending all meetings when it is possible for you to do so. It is your duty to take active part in the affairs of the Order. Have you not promised, etc., etc., to do this when you became a member? It is, indeed, strange how some members forget their obligation. Secretary and Treasurer Hinterleiter informed me that he was compelled to suspend five members on June 30th for non-payment of dues for the past six months. Two of the members in question have received numerous favors from the Division.

Several members are still in arrears for current dues, and all members are debarred from benefits when two months in arrears. I would respectfully urge that all such members give this matter their immediate attention and place themselves in good standing without further delay.

I also beg to call your attention to the fact when remitting your dues, please send same by postoffice money order or registered letter. Do not remit by personal check, as the banks make special charges on all personal checks. Never send your remittance without postoffice money order or registered letter, as it is very liable to become lost in the mail and you will be the loser of same.

If a member is financially in hard circumstances and cannot remit dues, he should state his case to the Secretary and Treasurer, who will co-operate with him in all worthy cases. We have no desire to drop a member from our rolls on such account.

Please remember our meetings are held as follows: On the first Wednesday evening at 8:15 p. m., and third Tuesday at 10 a. m., of each month at Brotherhood Hall, corner Third street and East avenue, Long Island City, N. Y. Kindly favor us with your regular attendance.

Long Island Railroad News:—

Bro. J. H. Dunlap has been appointed relief towerman No. 1, and Bro. J. C. Major, formerly relief man, goes to Carlton avenue.

Bro. A. S. Wells promoted to agent at Stony Brook.

Bro. C. M. Phillips, formerly an agent on this road, is now located with the U. S. Signal Corps at Manila, P. I.

Bro. R. E. Enright, who is connected with the police department at 300 Mulberry street, N. Y. City, has been granted a two weeks' vacation,

which he will spend in the Western metropolis, and some Eastern cities. His numerous friends unite in wishing him a very enjoyable time during his brief absence.

Bro. J. H. Whitman we still locate at Bellport, and are pleased to say is one of the best-known agents on the L. I. R. R. Bro. Whitman has had thirty-one years' experience as a telegrapher.

Bro. T. N. Ketcham we find answering the call at Speonk.

Vacation time is coming close and the superior officers are flooded with applications for relief at specified times, but they are all treated equal—take your vacation in turn, first come first served.

Bro. Alfred Hunt fills the agent's chair at Great Neck during the absence of Miss Kate Donnelly, who is at present operator in the parlor car office in L. I. City.

Bro. W. T. Jarvis is now permanently located at Water Mill.

Bro. L. S. Brown, one of the sleek Manhattan "L." agents, has a very sad expression since that building and loan association "went up the spout." Cheer up, "Lew," you will soon be rich again.

Since the L. I. R. V. has exchanged hands with the P. R. R. numerous improvements are noticed along the line.

Bro. Charles Guildersleve, agent at Mattituck, is making preparations for a heavy cauliflowerer season.

On September 12th the "Fall" schedule will take effect, and then numerous changes will be made in all departments, much to the sorrow of many.

A new station was recently established at Blue Point, thus employing another operator and agent.

Bro. G. E. Winters is one of our enthusiastic new recruits and booming the Order on the east end of Montauk Division.

I am indeed pleased to say the main line is solid O. R. T., with the exception of two stations, and we expect to get them in line in the near future. Push the good old ship forward and success will be our reward. Let our motto be, "Charity for all and malice to none."

Many of our new recruits will no doubt be pleased to know that on March 5, 1895, Brooklyn Division 129, now New York Division 44, was first organized with a few members, and now five years later we stand at the head of the list with 44 as one of the leading Divisions in the East. Keep up the good work and note our increase five years hence.

Bro. T. Hawkins, agent at College Point, is "haching it," and sent his wife and baby to Wainscott for the summer.

Bro. J. J. Donovan, the assistant towerman at Fresh Pond Junction, we are glad to note is making exceedingly good progress in shorthand and typewriting. We will feel his absence when he turns his attention to another field of usefulness.

Bros. J. H. Savage and J. Cleary are two of the levermen who united with the Order recently, and take great interest in the Order's affairs.

Bro. W. W. Dredger holds forth at the well-known and famous "wheelman's" station, Merrick.

Brothers, please permit me to renew your "cerebrum" by requesting that you should remit your dues for the current term to the Secretary and Treasurer at once, thus putting you in good standing, and deriving the benefits due a member in good standing. "Never put off for tomorrow what you can do to-day."

HENRY EVERDELL PLACE,
Division Correspondent.

Canadian Pacific Railway.

Schreiber and Nepigon Sections:—

For several months have seen nothing in our Journal from these Sections, and as we have the time at our disposal will give a list of agents and operators as they stand at present.

At Port Arthur we have Bro. Davis working days, and at night darkness reigns supreme.

At Pearl River Sister K. Morrow. We all sympathize with "KT" in her sad bereavement.

A "non" at Wolf River replacing Bro. M. P. Morrow, recently succumbed to smallpox. What's the matter, "HO," why not be one of the boys?

At Nepigon our Local Chairman, Bro. Leitch, agent, and Mr. Bromley, nights.

We hear "J" is going to do the right thing in the near future; that's right.

At Mazokama, Bro. M. J. Merrihew lately arrived from O. & Q. Division. He reports pork and beans agreeing with him.

Bro. C. E. Kelly, at Gravel River, relieving Bro. A. J. Ward, who is away on vacation.

Bro. J. A. Nicol, at Rossport, reports express commission high during the fish rush.

At Schreiber, Bro. R. Chisholm kept busy dealing out hay to the bull punchers.

In Schreiber dispatching office we have Mr. E. Steacy, chief, H. B. Stevens, second trick, and Bro. J. A. Lindsay, recently appointed relieving dispatcher, relieving Bro. E. P. Barker, who is on an extended trip through the Eastern States.

At Jack Fish, Bro. Hemsworth looks after the coal. Glad to see "W" around and well again.

At Jack Fish Pit, Mr. Shafer officiates. We have yet to learn if he is a member.

At Port Caldwell, Bro. A. A. Baldwin. Do not know if compound or consolidated, but think the latter.

At Heron Bay, Bro. P. A. Nicol and Mr. M. E. Marsh, who is to be initiated soon. Mr. Marsh has the best wishes of all the boys, and we hope he considers married life a success.

I have passed Middleton, where Bro. Brougham is in close communication with the swelling tide of Lake Superior.

A temporary office at Cachén Lake, where pile driver is working.

At Trudeau, Bro. W. H. Baldwin, recently coupled up. Congratulations, "WHB."

At White River, Bro. H. J. Miller, day operator. "JO" says the only fault he sees with "WR" is that there are no vacant houses and no spare girls.

Bro. W. C. Newman, night "owl." "CN" lately arrived from O. & Q. Division. He is the right man in the right place.

It is with feelings of regret we report the death of Bro. M. P. Morrow who was agent at Wolf River for nine years. "MP" was well liked by all who knew him, and he is very much missed by all.

CERTS. 1294 & 1362.

Pacific Division, Kootenay Section:—

I have not seen a word from the boys of Kootenay Section since I writ, wrote, wrotten a year ago, and suppose the boys are all waiting for me to "do it some more." I think some one of journalistic temperament should be appointed to let the boys in other portions of the globe know we are all well and happy because we are solid O. R. T., and moreover, working on one of the best Divisions of the Canadian Pacific. I will try (for this time) to locate some of the boys.

Commencing at headquarters, Nelson, in dispatching office, we have Bro. Henderson, first trick. Tom says birds must not roost on 8 south or 8 north. Bro. Taylor is in mortal dread that the government is going to prohibit the immigration of "Japs." "DL" will certainly be out "niggered" if they do. Bro. Drew, the genial agent, has his hands full, as Nelson has become a large distributing point, and as soon as the G. N. runs into Union Depot "Dick" will "have all that is a-coming to him" in the shape of business.

Slocan Junction, Bro. Clark and his dog "Pete." Geo. has quite an affinity for things pertaining to redness. Don't feel sore, "J," others have the same misfortune.

Robson, Bro. McLellan, agent, promoted from Grand Forks, vice Bro. Dey, who goes to Phoenix. Farron, Bro. McIntosh does the act.

Grand Forks, Bro. Clements, agent, just returned from well-earned vacation. Bro. Connors, assistant and operator.

Phoenix, Bro. Dey, transferred from Robson. "D" says glad to get clear of city life.

Greenwood, Bro. Redpath, agent. A solid O. R. T. man and one who has done much to further the interests of the Order.

Trail, Bro. Harbor, agent. It's rumored that "O" is going East this month to join the old and reliable order of "The Benedicts." How many degrees are you taking, Bert?

Smelter Junction, Bro. Armstrong, second trick dispatcher, at present first, as Mr. Lewis is away on leave, and Bro. Clark, from Slocan Junction, is answering for g's in second trick.

Rossland—Of course, everyone in B. C. knows Bro. McArthur, but for the benefit of brothers in Hong Kong and Pekin will give you a short biography. Mac is a very small man, weighs 250 lbs. 9 ozs. 4 drs., and when he gets on them Sunday boots he is no baby. You people of the far East should hear Mac praying when he is sorely tired by some vexatious person, such as a wine merchant. Mac is very religious, he goes to church regularly once every three years. Yes,

Mac is also a periodical man; he gets his hair cut and gets a shave every full moon. One time, I remember the moon forgot to get full and Mac says something must get full, for if the moon is going to cheat me out of a hair cut I will have to rely on myself for "fulling." Mac, did you get your hair cut that month? I forget.

Bro. Haley is assistant and operator. Art does everything up to date. He makes a specialty of telephone service if Egan get the central.

Slocan City, Bro. Moir, one of the boys who has led a fast pace and got into the Benedict(ion).

Roseberry, Bro. Chandler, relieving Bro. McCammon, who has gone East. They say "Barney" is the swiftest thing that has ever happened.

Naskusp, Bro. McCully, agent and assistant trainmaster for N. & S. branch.

Yours truly,

CERT. No. 1174.

Mountain Section:—

Now that there is a lady operator in Revelstoke office, of course, every one of the boys are very polite. Some of them are reported to hold their business until this lady comes around.

Our popular relieving agent, Bro. D. McManus, is expected back shortly, but whether alone or not we cannot say.

Bro. L. J. Edwards, agent at Albert Canyon, took a vacation, relieved by temporary relieving agent, Bro. Sharp.

Bro. Jelly makes frequent trips to Revelstoke now. Says it is on business. That's what the boys think, too.

The new station at Rogers Pass is about completed. It is a fine modern building. Bro. Kelly is proud of it. Can't you get that night man to join us, "K"?

An opportunity recently occurred showing how solidly O. R. T. the entire Pacific Division is. A few days ago a discussion was held on No. 2 wire, Vancouver to Hector, 525 miles of main line, when only about four "nons" were to be found, and these mostly new men. The branches are equally solid.

Mr. and Mrs. Oakley have taken up their residence on Montmorency avenue, Donald. Bro. Oakley is lineman at Donald, and the boys extend their best wishes to the happy pair.

Bro. Frank Robinson made a flying trip to Virden, Man., recently. He says the trains on that Division stop only for water, and the engineers swear at commercial travelers; in fact, the engineer of a stock train mistook him for one and said a lot of naughty words, but when he presented his card the "Eagle eye" actually stopped his train to let him off, a thing that is only done there for the general manager. At Elkhorn he met Bro. Cryderman, agent, who made his stay there very pleasant. Bro. Cryderman learned telegraphy at Bowmanville with our highly-respected deceased brother, W. Cator, who was killed with his family by a snowslide at Rogers Pass. At Virden he met Bro. Simpson, agent, and Bro. Anderson, operator, a pair of

fine fellows, and very popular with the public. Bro. Simpson sports one of the swellest teams of horses in town.

Bro. Barker, agent at Sicamous Junction, expects to go to Chicago shortly on important business. Bob, don't get lost in Porkopolis, or fall into the "nice, clean" Chicago River, and look out for the street cars.

Our genial dispatcher, Bro. J. D. Fraser, has returned from his annual vacation. He was relieved by his brother, relieving dispatcher Bro. N. S. Fraser.

Bro. Vivian Dunn was out duck shooting at Moberly recently and swears he shot twelve ducks, but while he was gathering some wood for a fire some mosquitoes stole them all. Vivian was so angry about it that he shot at every mosquito between Moberly and Golden. Vivian, are you never going to reform?

Bro. Tom Commiskey, agent at Vernon, had a fine holiday at the coast recently.

Some remarkable stories about the size of trout in the lake at Hector have reached me. The largest one seen there was "a little longer than a railroad tie, or about half the length of a telegraph pole," and of course, they are not all that size, as some as small as three feet long have been caught there," and that "two tourists were fishing there and hooked a trout that smashed the boat to pieces and were drowned." I don't suppose this statement includes the fish, but just the two tourists. The fish must have been one of the "half the length of the telegraph pole" size, as it hardly seems probable that a small "three-footer trout could wreck a big boat and drown two men. The fellow who could dispense such interesting statements is certainly a George Washington. To clear Bro. Donnelly lest his reputation should suffer, I will say that the above did not emanate from him.

CERT. 744.

Brandon Section:—

We are unfortunate in having a ham factory in full blast on our Division that has been in operation for some years past, and nothing seems to be being done to get rid of the thing. It exists in a commercial office and is run in the following manner: Mr. F., who is not an operator, hires a competent operator and puts a student in the office. The operator is paid a salary of about \$45 per month. This continues until the "ham" becomes a plug on the wire, when Mr. F. intimates to his operator that paying such a high salary is more than he can afford, and wishes to reduce. The operator immediately casts about for pastures new, and the plug is put to work at a wage just sufficient to pay its board bill, and as he or she becomes more competent with the work the salary is raised \$5 a month, and continues to rise to the wonderful maximum of \$45, when the new plug that has been learning in the meantime, thinks it time he was starting out on the world's rosy pathway. Then the now competent man is turned adrift, and so the chain goes on round.

It would not be so bad if a messenger boy was the student, but when a perfect outsider is taken in it is getting too tough.

I would make a suggestion that we could easily get rid of the nuisance if all would simply refuse to work with the office while the plug operator was handling the wire. This would cause a row at once with the superintendent's office, but Rule 97 would have the desired effect.

Bro. Fred Stevens is now acting as traveling auditor. Good luck, Fred.

Bro. T. Sacheson is senior relief man now, and seems to like his berth first rate under our present schedule.

Bro. W. A. Sutherland is away on his holidays, while Bro. Oliver is holding down High Bluff in his absence.

The opening up of the extensions of the MacGregor Branch and the Pipestone will give employment to about half a dozen agents. These will be taken likely from the relief men and spare operators.

CERT. 351.

M., K. & T. System, Div. No. 22.

Bro. E. P. Via, of Lockhart, Tex., captured the prize for locating and securing the "only non" in Texas.

Bro. M. P. Theisen, agent at Muenster, Texas, and Miss Anna Roberg were married July 3d. Division 22 extends congratulations.

Bro. A. E. Ross, of Carbon, Texas., would like the address of L. E. Avril.

Bro. W. A. Stuart is back at Kiowa, I. T., after a few weeks as extra agent at Atoka.

Several new men on the Choctaw Division, and we are glad to say that most of them have an up-to-date card. Such newcomers are always welcome.

Guess the Choctaw Division is about up to the standard, thanks to the energetic boys down there.

The patrons of the road at Beagle made a howl and Bro. H. F. Klotz is now working regular hours.

Bro. L. H. Bennett, day operator at Wagoner, has returned from a couple of weeks' vacation. His place was filled by Bro. L. R. Franse.

Bro. R. B. Oliver worked a couple of weeks at Wagoner last month.

Bro. F. C. Daniels talks of trying it out West for a while. His family have had poor health at Leliaetta.

General Chairman Farley, of Denison, was compelled to make a trip North last month on account of the health of his wife.

J. W. Ellsworth and Miss Alice Perry were married the 22d of last month. Mr. Ellsworth is operator for the Katy yard office at Denison. Congratulations.

Bro. W. A. Sanders, of Green Ridge, Mo., is visiting in Colorado, being relieved by J. H. Smith.

Bro. R. S. Hermany, of LaGrande, Texas, visited in Chicago last month.

No doubt before this issue of THE TELEGRAPHER reaches you, a meeting of the General Committee with the officials of the System will be close at

hand. Everything has been done to insure the success of the meeting, and we hope all will be satisfied with the outcome. There are always some that hold out against anything that may require a little change right at the time. They seem to think someone else should do all the work and pay all the expenses, and then if they are feeling just right, and get an increase in their salary, they may join after a while. We even have some who are getting an increase under the present schedule who have never contributed a cent, or even a good word, toward maintaining it. They never fail, however, to insist upon their rights to seniority, or to such other benefits as should belong to those who support the Organization that gave it to them.

"If you are not for progress, you are against it!" This certainly applies to the non-member. If you do not wish this to apply to you, then hurry in your application for membership.

You are wrong if you think every member on the Katy System does not know how you stand. Do you wish to be pointed out as a man against your own interests? Opposed to progress! Seeking gain at their expense! Better change your position before them this very minute. Don't make some stale excuse for not joining. There can be none to the enthusiastic!!

Fourth District:—

Sickness on the Fourth District seems all the go these days.

New man as cashier and operator at LaGrange freight office, signs "K." Have not learned his name.

Mr. Lee relieving Bro. Ford at Fayetteville.

Mr. Jarvis relieving Bro. Baxter at Cat Springs. Bro. Voekel still holding forth at New Ulm, but "13" Bro. Vermillion will bump him about the 1st of September.

Bro. Wilson working as extra agent in Bro. Baker's place at Sealy, while Bro. Baker is enjoying a much-needed rest in the mountains of Colorado.

Bro. Mills has returned to his first love, agency at Brookshire. He says Lorena was all right, but didn't seem natural on the prairies and wasn't enough owls and snakes there to suit him. Suppose Bro. Yates will take the Lorena agency.

Mr. G. W. Douglas has returned to Katy station. We are glad to have you back, "DO."

Mr. Haynie, days at Houston.

San Marcos Division now solid O. R. T., thanks to efforts of Bros. Via and Best.

Several new men on Waco Division, but we are not acquainted with them.

Mr. Dutton, day operator at Tempa, is laying off, relieved by Bro. Barter.

Business picking up and lots of g's now. New night office opens at Fayetteville this week, with Bro. Bean at the key. He is a brother to our worthy trainmaster. Though young in the art, he can sling lightning with most any of us.

Understand the San Marcos extension to San Antonio begins in a few days, which will open up some nice positions to the lucky ones.

We would be glad if our noble Order was as well represented on the Parsons Division as it is in Texas. What's the matter, boys? We need you with us; you can't afford to neglect your best interest and we want you—yes, every one—to wear the button. It is our only salvation. Stand by the O. R. T. and if we don't succeed at first, try and try again. The world was not built in a day, and we have to crawl before we walk. Look at the D. & R. G., Southern Pacific and others, and we did not expect much more than to be recognized the first time. Just think for one moment what that first committee had to do and you will thank your stars you were not a member. I was not and am certainly glad of it. Now, take a bird's eye view of it all and see if you don't think they did well.

Your scribe had the pleasure a few days ago of meeting a traveling passenger agent of the Southern Ry. He was all smiles and got off the train with an armful of circulars and maps of the "Scab Route" and asked if we could secure any business their way. I very politely handed his maps back and told him I thought too much of my old gun to even wad it with such stuff, and would route passengers and freight 500 miles out of the way in order to favor some other route, and from what I hear he met the same kind of reception all the way down the line. That's the kind of stuff we are in the Fourth District.

For fear I have written too much will close, hoping to hear good reports soon of our Northern brothers of System Division 22.

CERT. 151.

Bro. N. E. Baker and family have just returned from Denver, where he has been recuperating.

Bro. Warren, of Rosangy, has gone to Buckner, Ark., on business, relieved by a Mr. P. E. Shometti. Think he hails from Cuba.

We are glad to hear of Bro. Quail's improvement. He has certainly had a bad spell, and all will be glad to welcome him back on the wires.

Frank Goldsmith is working nights at Alvarado, while Bro. Davis is working as ticket clerk and operator a few weeks at Waxahachie.

Agent W. L. Moore, of Alvarado, is taking a month's lay-off. He was relieved by Mr. Martin.

To Railroad Telegraphers in Texas:—

You will please take note of the following action taken by a meeting of railway employees held in the city of Waco, Texas, after the adjournment of the State Democratic Convention:

Moved by Bro. Ketchum, of Marshall, Texas, seconded by Bro. Bronson, of Houston, Texas, that Bro. E. P. Curtis, of Temple, Texas, be empowered to appoint and act as chairman of an executive committee, composed of one or more members from each railway organization; that said committee be authorized to take such steps as they may deem necessary, to the end that railway political clubs may be organized at each Division terminal in the State of Texas. The

objects of these clubs shall be to protect the political interest of railway labor in Texas.

The Executive Committee is also authorized to invite the co-operation of laboring men engaged in other occupations, and to urge them to affiliate with us to the end that a political organization be effected which will be strong enough to influence legislation favorable to all classes of labor, and prevent the enactment of that which is unfavorable.

In compliance with this action, which was the unanimous expression of over 150 railway employees, attending said meeting, the following committees were appointed to represent their respective organizations:

For the Locomotive Engineers—C. B. Ketchum, Marshall, Texas; T. P. O'Rourke, Smithville, Texas; H. H. Kelly, Fort Worth, Texas; S. N. Garvey, Houston, Texas; C. C. Walker, Cleburne, Texas; L. C. Overheiser, Ennis, Texas.

For the Railway Conductors—C. F. Goodridge, Palestine, Texas; W. J. Wright, Tyler, Texas; T. T. Adams, San Antonio, Texas; A. B. Hunnicutt, Cleburne, Texas; J. A. Starling, Fort Worth, Texas; W. M. Stockwell, El Paso, Texas.

For the Locomotive Firemen—J. N. Garner, Palestine, Texas; J. W. Reed, Ferrell, Texas; Geo. Wilson, Cleburne, Texas; Fred Keller, Houston, Texas; J. E. Nelson, Denison, Texas; W. M. Nicol, Ennis, Texas; E. L. Hanks, El Paso, Texas.

For the Railroad Trainmen—C. H. Bronson, Houston, Texas; E. S. Overheiser, Ennis, Texas; Ed H. Hanks, Smithville, Texas; C. H. Hurdleston, Denison, Texas; J. P. Frank, Palestine, Texas; F. J. Davis, Temple, Texas; J. A. Lawson, San Antonio, Texas.

For the Railroad Telegraphers—F. S. Werner, Elgin, Texas; M. W. Briscoe, Caddo Mills, Texas; G. W. Kline, Taylor, Texas; R. W. Yates, Brookshire, Texas; Geo. Barker, Riesel, Texas; P. H. Blalock, Corrigan, Texas.

The Democratic platform adopted at Waco demands the enactment of an eight-hour law, a labor arbitration law, and a law prohibiting the operation of double-header trains in Texas. If the proper steps are followed these demands will be moulded into law, but experience has taught us that we must not be inactive, and in behalf of the telegraphers I wish to say that the hearty co-operation of every member of the Order is earnestly requested, and I trust that each member will take an active part in their respective localities and effect an organization that will protect the interest of labor. For my part, I consider this a step that by a determined effort on the part of the railway employees and other friendly labor organizations, by which much good and lasting benefit can be secured for labor in Texas. The opportunity is ours. Let's use it!

M. W. BRISCOE.

Prince Edward Island Railway.

Bro. Clarkin has returned to Charlottetown after a short outing in the rural districts. He is registered at the "Empire."

Bro. Montgomery visited Boston during the month. Opr. McGague relieved him.

Bro. Chas. McKinnon relieved Bro. Seaman at Bloomfield the first week of August, and while there lectured before Brick Workers Union No. 86 on "Christian Socialism."

Bro. Slackford, accompanied by Mrs. Slackford, visited friends at Nova Scotia. Bro. McKinnon at "A" during his absence.

Bros. McMahan and Driscoll were among the speakers at the Whelan Monument demonstration on the 25th.

Bro. Neil Campbell will leave about October 2d on a visit to Boston and New York, and before returning will take in the special session at St. Louis, to which he has been elected a delegate.

Bro. McCormack has secured the contract for renewing the iron work on Patterson's bridge.

Bro. Douglass is now holding down "FN." He speaks highly of the "Hall" at that place.

Bro. Cheverie, of "D," armed with a month's pay and a guarantee of two weeks' vacation, boarded the good ship Maggie Alice, bound for St. Pierre Mtg., but owing to a difficulty with the compass he was compelled to land at the Magdalen Islands, where he was received with open arms by the natives.

Bro. Aisenault's trotter, Track Spike, broke the record at the annual sweepstake of the Lot 40 track, Bro. Mundy driver.

Bro. J. A. Kelly visited Moncton on the 16th of July in the interest of the telegraphers.

Bro. Flynn spent his vacation with the gun and rod at Cardigan. Bro. Hogan relieved him, and we understand bought largely of "marble" while in the vicinity.

Bros. McCormack and Clarke are the latest additions to Division 47.

Several of the railroad trainmen of Moncton Lodge visited the boys on this railway a short time ago, and initiated two candidates. The conductors and trainmen have received a good fat increase dating from July 1st.

General regret is expressed at the death of Driver Pound, who died from the effects of a railway accident on the 25th inst. The deceased was very popular among his fellow employees. Each of the Brotherhoods sent a wreath and attended the funeral in a body.

Div. Cor.

Pittsburg, Div. No. 52.

Business has been so brisk during the past few days that the fraternal news of Division 52 came very near being sidetracked for the month of August, but rather than see a journal published without word from the old standby, I have decided it would be better to allow some of the boys' letters lay on the table for a few hours and look to the demand of the many, before satisfying the few, and incidentally try my hand at the work so creditably performed by my predecessor in office, whose articles were at all times well worth the reading, something which tends to increase the regret naturally felt on

account of his resignation from the office of Secretary, after his successful term.

Our regular meeting of August 4th was called to order by President McGuire, with all officers present, and Bro. Schofield acting as Past President. After the reading and approval of the minutes of previous meeting, the Investigating Committees appointed upon the petitions of two P. V. & C. candidates, reported favorably. Eight more petitions were read from operators employed upon the B. R. & P. Ry., which makes a large number of members upon this road, and still coming in rapidly.

Bills were ordered paid amounting to \$39.47, covering running expenses for July.

Committee appointed to audit the books of our retiring Secretary, reported finding they agreed with those of the Treasurer. Report received and committee discharged.

Sick benefits ordered paid upon claims of Bros. Sweeley, Dickey, McDowell and Kane; also funeral benefit account of Bro. Kane, who died July 29th.

Under the head of Good of the Order, several brothers spoke of the sterling qualities of our deceased brother, and upon motion a committee was appointed to draft a set of resolutions touching upon the same.

Among the faces in the room we found those of Bros. Sullivan, Aton and J. R. Miller, all old members who manage to let us see them about often enough to inform us they are still in the ring. No doubt other duties are pressing, but we are always glad to see new as well as the old faces.

At our second meeting in August, we had the lightest attendance for more than a year, there being but sixteen of us for whom the heat had no terrors, although it did play havoc with a few collars, etc., of the braves. No doubt 52 would have been able to secure a rump caucus from among the members who were listening to the wild waves about that time, which will, together with the heat, account for the slim attendance. As there was but little business on the table for the evening things were soon dispensed with.

Among the communications read was one from the telegraph operators on the Pittsburg Division of the P. R. R., inviting us to attend their picnic at Cresson Springs, August 21st, and several of the brothers announced their intention of accepting the same, including your humble servant, who, speaking for others as well as himself, can say it resulted in a very enjoyable occasion, and a trip to be remembered.

Communication also read relative to special session, and it was decided to ask for dispensation to elect delegates at our meeting of September 15th.

Sick claims were paid to Bros. Dickey, Turner and Dewitt, all of whom were reported as improving.

The charges preferred a few meeting nights ago having been put in legal form, they were received by the Division and a commissioner appointed. And after dispensing with talking under

Good of the Order meeting adjourned at 9:45 p. m.

September 1st found Division 52 in good shape for meeting, but owing to the excessive heat all present were anxious to see business disposed of in short order.

Bro. Hare was the only absentee at this meeting, which was due to his being absent from the city. Bro. Ullery acted as Past President for the evening. Eight petitions were acted upon, in addition to that of one brother desiring to be admitted by transfer card.

Bills of Secretary and Treasurer for \$42.04 were ordered paid, and under unfinished business the question of sending delegates to the special session was taken up, and after considerable discussion, pro and con, it was decided to send but half of our quota, or three delegates to the session. Nominations were then held for delegates and alternates, which were quite lively for the time being.

Sick claims from Bros. Dickey, Sweeley and Tarnor were ordered paid. Upon motion it was decided to limit the amount to be expended for flowers for a deceased member and authorizing the secretary to act as a committee for same, thereby settling a knotty question. Brothers will take note of this and be governed accordingly.

Bros. Ryan, of Lilly, and Gardiner, of Beech Creek, were with us for the evening, and spent it pleasantly. Come again, boys.

With "73" to all, I remain

Yours in S. O. & D.,

KONEY.

Bro. John E. Kane, a member of Pittsburg Division No. 52, died at his home in Versailles, Pa., July 29th. The deceased began his telegraphic career with the Baltimore & Ohio, at Pittsburg, Pa., where he entered the service as messenger in the dispatcher's office under Bro. I. S. Hare, who was at that time chief operator of the Pittsburg Division of the B. & O. Upon becoming an operator Bro. Kane united with Division 52, and was always a staunch member. His father, Patrick W. Kane, is one of the oldest passenger engineers on the Pittsburg Division of the B. & O. Bro. Kane was well liked by the entire telegraph fraternity. He was of an amiable disposition and made friends with whomever he met. His funeral was attended by a large number of his telegraphic friends, the interment taking place at Calvary Cemetery, Hazelwood.

Resolution.

WHEREAS, We are called upon to mourn the loss of our esteemed Bro. J. E. Kane, who died at his home, Versailles, Pa., of pulmonary tuberculosis; and

WHEREAS, We shall miss the benefit of the intelligent judgment of one who, in active life and early manhood, has been called to his last rest.

Resolved, That we place upon our minutes this slight tribute to the worth of one whose memory we will cherish; and be it further

Resolved, That a copy of this minute be sent to his bereaved family, and one to our official Journal for publication.

J. W. BARBER,
Chairman,
S. J. KONENKAMP,
I. S. HARE,
Committee.

Pittsburg, August 4, 1900.

B., R. & P. Ry. Co.

Rochester Division:—

Glad to see the Middle Division represented last month. I had hoped to see this one also represented, but was disappointed, and when speaking to a brother about it, he reminded me of that old saying, "If you want anything done, do it yourself," and here goes.

Our friend Devans says this is great weather. The only place he can work up a sweat is in the gym. "Ed" is all right. Success to him.

Gordon says the only fault he has to find with the new engines is that they run so smooth that they do not wake the boys up to "OS" 'em.

Patterson plugs right along. He knows where all the cars are. Harry is reconsidering what he told "Dacres." Give us your other hand, "CM."

Wilkins and "CG" do a rushing business on 74. "CA" can't do a thing to that new mill.

Button, Button, who's got the Button?

Dimmick has sworn off smoking.

Bro. Holmes, the new agent at Lincoln Park, woke up one morning and found a new depot at "NK." It's the finest on the system. "FO" is the fellow wao used to tell the conductors how many cars in W. S. "Y." Get after the "non," Frankie.

Bro. Striker, of the "SMP" office, visited Division 52 the 18th, and reports that everything is booming around Pittsburg and Allegheny. How was she, "J"?

E. C. Soper is lord of all he surveys at Maplewood. It's your move, "J."

Bro. Wm. Frawley sleeps at Maplewood nights.

Hallinen says he likes Scottsville better than "FA."

G. C. Hadley is doing a rushing business at Mumford. Election makes more work for George.

Bro. Jack Latta, of LeRoy office, is writing a book, "What I Don't Know About China." Jack and old Li were friends.

Miss Gillette, of "OR" office, has a new ring. Now, Minnie, be careful. Don't forget to give your friends a bid.

Lathrop says Pavilion is booming.

Moore, of the Warsaw office, can tell the crews their business. They are all afraid of him.

Hurstis, at Rock Glen, says he don't mind the heat there at all, it's so shaded.

Anderson, at Silver Lake Junction, is the only biller on the Division. So says Minnie.

Billy H. is doing more business than five men ought to do this weather. Bliss is a great place for hustlers. No more "hams" for Billy.

Geo. Burt could do "biz" for two more roads.

Stewart has been at Ashford a long time. The crews don't have to wait for orders at that office.

Well, I guess that I had better cut out for this time, as I have already taken a lot of space. Get your shoulders to the wheel, fellows, and push the good thing along. There are still one or two "nons" among us.

CERT. 1377.

Middle Division:—

Few changes have been made since our last letter to the Journal, which we will mention so as to avoid a blank.

At Clearfield we find Bro. C. R. Jacox checked in as agent, vice Mr. Hyslip, resigned. All are glad to see Bro. Jacox hold such a high position.

At C. & M. Junction, Bro Maurass, days, and a new brother, nights.

At DuBois Yard, Bro. Simmons, days, extra, with a new man, nights.

At dispatcher's office we find Bro. Croft (night copier) resigned, and with the P. & E. Mr. McCluskey is copying extra nights. Bro. Miller (day copier) is away on a "what," but we all smoke. Bro. Higgins, day man at DuBois Yard, is copying days until "M" shows up.

Chief Dispatcher Everett was away a week in August on account of sickness of his wife. Dispatcher Steele worked double tricks, with Bro. Potts on third trick during his absence.

Bro. Burke, day man at Falls Creek, was absent a few days on account of the death of his brother. Bro. Britton relieved him, with a new man by the name of Ryno doing the "owl act."

Agent Brown, at Lane's Mills Junction, was absent a week the first part of August. Bro. C. R. Lerch was agent, with Mr. R. L. Hetrick, day operator, during his absence; Bro. F. H. Russler, nights. Mr. Hetrick is now regular night man, and will soon be a brother.

We notice a new night man at Brockneville, name unknown.

At Carman, Bro. Connelly, days, a new man, nights, while the regular day man, Bro. White, is working days at Ridgway.

At Ridgway we find the agent away, with Mr. Normile, day operator, as agent until he returns.

At Whistletown, Bro. Cartwright, days; a new man, nights. The former day man, Bro. Marshall, being transferred to Punxsutawney, nights, on account of Bro. Healy taking Elk Run Junction, nights.

We noticed Bro. Mack Masters, day operator at Bingham, out on a pleasure trip the forepart of the month.

Bro. Chas. Gleason, at "NS" office, Bradford, enjoyed a few days' vacation visiting his mother and brothers at Driftwood.

Bro. Britton also took a flying trip northward one day on business.

Bro. Lerch was calling on friends and relatives along the A. V. Ry. a few days the middle of July.

Bro. Frank Hutchins holds "FX" (master mechanic's office) at Bradford Yards, steady.

Bro. L. E. Burnett, formerly of "FX," is now with the Union Pacific.

Bro. F. H. Russler, formerly of Lane's Mills Junction, nights, is now with the Nickel Plate at Conneaut, O., yards.

E. J. Davis, formerly of Elk Run Junction, took his departure for parts unknown; so did old Billy Taher, from Lanes Mills. The rest remains untold. "Burkey, lend me a dollar."

There have been frequent changes, but I am not familiar with the names of the new boys, so will leave to omit them and hope to be excused. I do not intend to be a correspondent but have asked several of the brothers if anything had been sent in, and all said no, so I took a hand in the matter to avoid a blank, but next month I will wait on some other brother. So, boys, don't wait on me. We should have a regular correspondent so it would be a sure go every month. So I'll cut out, with '73' to all.

"A MEMBER."

Santa Fe Route.

Western Division:—

Items for this month will be light on account of the few changes being made. However, will try and keep the ball rolling in order that we be not forgotten. The east end of the Division is being neglected, but not purposely slighted. We are not in a position to get news from there unless some of the good brothers give us some pointers, which will be gladly received.

Bro. W. L. Coleman, who has been the "owl" for a few months past at Palmer Lake, has been transferred to Mr. Parker's office, Pueblo, "BC" nights, where he has clerical work in addition to telegraph duties.

Bro. T. J. Black, relief agent, now at Monument, has been handling some very fine fruit for a Grand Junction firm. Monument is a nice little place, and our brother wishes he could remain there.

Mr. J. Kurns, our new third trick dispatcher, "is the best man on the road," so our conductors say. Our brothers, too, strive to please him in every way, and from the treatment received at his hands it is evident they succeed.

Mr. M. T. Vaughn, who has been working extra on the "Joint Track" for a few months, has left the service to enter that of the D. & R. G. The brothers over there will tell him where to head in.

Miss Katharine S. Fenton, manager of the Postal Telegraph Co., Colorado Springs, is visiting Mrs. Kate B. McClure, at Palmer Lake. They will have hay rides and other outdoor sports, and our congenial night operator, Mr. Edwards, will lose lots of good sleep in order to help make merry the hours spent with the ladies. Edwards is a fine man, and is only lacking in an up-to-date card, which we understand he will soon have.

We regret to learn that Mr. Frank McGrath, for some time chief clerk for Superintendent Chas. Dyer, and later for Mr. Parker, our present Superintendent, has resigned that position to accept a similar one with the Colorado & Southern in Superintendent T. H. Sears' office, in

Denver. Mr. W. Y. Black takes Mr. McGrath's place.

How many of us appreciate the services of our Secretary and Treasurer. Stop and think of the work performed by him and you will see that he is the backbone of the Order. He should have more pay for the labor he so willingly performs for the advancement of the good cause. Every one of us should take Bro. Newman for an example, and assist him in every way possible. At any rate we cannot afford to undervalue him, for he counts for too much. I think the most of you will agree that our brother in this capacity should have at least \$40 per month when other Divisions, who have less membership, pay \$50 and more.

Bro. M. H. Spafford, now agent at Granada, has been offered the agency at Monument, recently made vacant by Bro. C. N. Reynolds, who went to Denver. We are pleased to learn that Bro. S. has accepted and will take charge about the 6th of September.

It may be of interest to some to know that a man from a Kansas school of telegraphy came out in this solidly organized territory to take a position, but before he reached Denver, he sent a message to his "ham" factory, saying he was taken suddenly sick and to send another man. Presume he went to the Southern Railway to work on the pike known the world over as the "Scab Route."

We notice in THE TELEGRAPHER where a Division claims to be the "Banner Division," having the most members. I would like to ask our Bro. Perham if there is a larger Division than the Santa Fe No. 23. I believe we have 1034 members at the present time, and if it is not the largest Division, it ought to be, and we are not going to rest until it is.

Now, one word in praise of our TELEGRAPHER, then I will have to go and feed the chickens. We all know it is very ably managed and edited by our Bro. H. B. Perham, who has the welfare of the Order continually at heart. There is not a man on the line who does not wait very impatiently for this grand representative of our noble Order. It gives universal satisfaction, and every one has a word of praise for it and our brother, who we should give our unlimited support in maintaining such a high standard of excellence.

CORRESPONDENT.

Philadelphia, Pa., Div. No. 30.

This season is undoubtedly the record-breaker for pleasure seekers to the seashore. This city has handled thousands of car loads of people in the past two months on their way to Atlantic City (principally to this point), Cape May, Long Branch and other points along the coast. These travelers came from North, South, East and West, and the railways carrying them were the B. & O., P. R. R. and Philadelphia & Reading. The Pennsylvania has one advantage, however, over that of the other two companies, this from the fact that its passengers are not required to

make any change or transfer in order to reach Atlantic City. The new Delaware River bridge does away with the old style of transfer by street to Camden, N. J.

On the railroads and in the street wild rumor held sway all day Sunday the 2d inst., in the report that a disastrous passenger wreck had occurred on the P. & R. on that morning, a few miles from this city. The fatality list was enormously exaggerated and owing to the fact that no Sunday evening papers are published, the news was spread by our citizens, who would naturally add a little more, and consequently the wreck rumors caused much unfavorable comment to be heaped upon the heads of the Philadelphia & Reading Railway officials.

The Monday morning papers appeared, variously estimating the slaughtered at thirteen killed and fifty-nine hurt, with a considerable number of the latter not expected to recover. This wreck was on the Bethlehem Branch, and occurred at Hatfield (Pa.) Station, where the milk train was standing taking on milk. An excursion train leaving South Bethlehem at 6:05 a. m., bound for Atlantic City, crashed into the milk train about forty minutes later and after having reduced speed, it is estimated at from thirty-five or forty miles an hour. The blame is being placed on one and another, but it is well to wait that better authority may be heard from. The responsibility for this cruel murder rests on somebody, and the guilty ones should be made to suffer.

The P. & R. is rather unfortunate. Nearly every week they have a fatal accident at some point. It very often happens that the killed and injured are *employees only*. Their wrecks prove fatal to the traveling public, too, occasionally. History has this. Sorrow only should be expressed for them and their victims. An all wise Providence watches over all.

Every week or two appears in a conspicuous place in our daily papers, "The Philadelphia & Reading discharges another batch of its employees." This time, either, no reason given. It so happens that these men are members of one of the four Brotherhoods. At the principle points on that System in this State they are picked out in bunches of eight to twelve and fifteen. The trainmen have been the greatest sufferers from this tyrannical rule. Even yardmasters, who are members of one of the Brotherhoods "are forced out," or if they are found to be in sympathy with the men "they go anyhow." At Reading, Pa., the labor unions have recently taken this question up and are going to make a fight. They were particularly wrought up when it was learned at their meeting that over fifteen men following the occupation of engineers, firemen, conductors and brakemen had been discharged from the Wilmington & Northern branch (recently acquired by the Reading) for the only reason that they were union people. The great hobby of the company is green crews. They don't want experienced men. Conductors (non-union at that) have been known to resign rather than go out with these crews. The prejudiced disposition of one or two men can cause the loss of many innocent lives,

and the flow of rivers of blood of the unwary traveler, as the wild beast in the forest springing upon his prey.

We, the Legislative Association of all organized labor of the Twenty-fourth Legislative District, this city, have a candidate out for nomination in the person of Bro. H. Lowerter, B. of L. F., prominent in the labor movement. A prominent politician hereabouts is said to have announced that the Legislative halls is no place for a man with overalls. We will see, Mr. Politician.

The New York *Evening Journal* appeared Labor Day with a beautiful large colored Union Label on the first page.

P. R. R., Philadelphia Terminal Division:—

Vacations are on in earnest just at present, the dispatcher's office in "S," being all cut up just at present.

Bro. O'Hara, our most esteemed first trick copier and extra dispatcher, is spending his vacation between Atlantic City and Sunbury, Pa. Bro. O'H. says Atlantic City is a hot place—if you stay long or you go broke. Everyone goes broke, even the breakers.

Bro. Heidelbaugh, second trick copier, spending his vacation in Lancaster, Pa., with his parents, reports tobacco crop excellent.

Bro. Strickland, third trick copier, after the return of Bro. Heidelbaugh, spent his vacation at the home of his father at a small little town up the line, which has been named Parkesburg. Strick says this is a great town, but a little slow. Everything dies at dusk, even dogs are trained not to bark at night, as the echoes shake the ears of corn from the stalk. Bros Haas, extra copier from Arsenal Junction, and Strickland doubled up to cover Heidelbaugh's hours, and Haas and Heidelbaugh done the act on Strickland's vacation.

All the boys in this office, too numerous to mention now, are enjoying this same grand privilege in their turn.

Bro. William Jennings Price, in "WP," is about to spend his vacation between Chicago and the southwestern country. He does not calculate on standing on "platform ceremony," however.

Bro. Harry Osmond, from "WP," is holding down the Pullman office in city just now.

Bros. J. K. Osmond and Sam Buckley are working out vacation lists on Elevated.

In the two large offices in this city, east and west of the river, the boys therein received an increase to their check August pay day. None less than \$5. In the general offices, Broad St. Station, "PO," the majority now receive \$70. In "S" telegraph office, P. T. Division, and "WP" downstairs, Philadelphia Division, \$65 is now paid. Coming in the form of a surprise the raise was hailed with delight. All superintendents' telegraph offices east of Pittsburg, it is understood, is affected by the raise, particularly men working nine hours or over.

Bros. P. D., H. D. and John D. Sell attended the funeral of their uncle at Reading, Pa., on the 4th inst.

Bros. Marr Wilson, T. O. and M. J. Gallagher have their hands full on the directing dispatcher's table, holding down the summer travel and doubling up on account of vacations at "A" tower, Broad St. Station, with Bros. I. F. Gill and W. E. Hoopes giving a hand and helping out on the machine.

The new South St. tower (electro pneumatic) was opened for service the middle of last month.

Bro. Lloyd gave us the glad wave passing out of Broad St. on the Atlantic a few Sundays ago.

Bros. Donahue and Brown are stilling holding down "PX."

We hear Bro. Hiller goes to the convention again, accompanied by Bro. Richard, off the P. S. V.

W. J. & S. R. R., Atlantic City Division:—

I will try and write you a few items that may be of interest to some of the boys who live out where two streaks of rust meet their daily vision.

We have had the largest travel over this Division that has ever been known. To give you an idea of this road, first, the fastest schedule trains in the world are run between Camden and Atlantic City, have stone ballast, absolute block system, track tanks, hundred-pound rail, and everything to make a first-class road. Saturday, August 25th, on this Division was handled 771 cars. Here is a clipping from the *Philadelphia Inquirer* of August 25th:

"The West Jersey and Seashore Railroad made a record in handling passengers yesterday, when 15,000 Atlantic City excursionists were sent out from the Camden Depot. Chief Dispatcher Carr states that within seventy minutes 167 car loads of Philadelphia Police Pension Fund excursionists were sent out, besides the regular passengers to the seashore. A special excursion of seventeen cars from Trenton and another excursion of nine cars from the Belvidere Division also passed through the Camden yards to Atlantic City.

"Engineer John Cash, in charge of Engine No. 269, pulling a train of fourteen coach loads of Police Pension Fund excursionists, made the run of 58.3 miles from Camden to Atlantic City yesterday in 52 minutes. This is the fastest time on record for an excursion train."

I will cut this short, as I am afraid of the waste basket.

"LEE."

W. J. & S., Cape May Division:—

Bro. Hand is relieving A. W. Heppard at Westville. Mr. Heppard is working at Woodbury ticket office. He will resume his place at Westville September 1st, Bro. Hand going to Maurice River to eat oysters and feed mosquitoes.

Those of us who were fortunate enough to get the two relief days a month are to be congratulated for having such a congenial man as Bro. F. K. Lehman to met and relieve us each month. "FK" jars the "nons" up, too.

Bro. F. J. Bossler, of Wenonah, was one of the successful contestants in the "Captain Kidd's Chest Puzzle" (*Philadelphia Inquirer*), and as a result goes to Atlantic City for a week as the

guest of the *Philadelphia Inquirer* Co. Mrs. Bossler won first prize, a locomobile, and can go too, thanks to no railroad. We all congratulate Mrs. Bossler and yourself, "FB."

Some of us should go down Delaware River branch. Some of the boys are anxious to come in with us. Forward some of your Journals down that way after you are through with them.

"Freihofer's bread, so recently placed on the Unfair List by the unions here, we notice, was conspicuously shipped by the car load by freight to supply our soldier boys at Mount Gretna. They, the N. G. of Pa., spent a week there last month at their annual drill outing."

B. & O., Philadelphia Division:—

It looks as if the revised schedule, with a general raise and including some eight-hour tricks, with other improvements added, have proved too much for the boys on this end of the Division, as time allowances do not appear to have been considered for the regular monthly stock quotations herein. Come, boys, try and remember your new Division Correspondent. It only comes once a month, ten minutes and a two-cent stamp.

Division Meeting:—

Only twenty or twenty-five were present, but a heap of business was transacted. The new By-Laws had first reading.

Bros. Marr and P. D. Sell were elected delegates to the convention, with Bros. Smith and Simons as alternates.

A number of important communications were handled, one from Legislative Association of the Twenty-fourth Legislative District, relating to our candidate, Bro. Howerter, for the State Legislature.

Bro. Estes, Southern Pacific System Division, also heard from and Brunswick Division 26; one from Jamestown, N. Y., relative to boycott on Hall & Coy's Worsted Mills. They manufacture dress goods, coatings, shoe tops, etc. Look out for their label, which is usually on the goods.

Three new members were initiated, with three more to be added this month.

After about three years' service as your Division Correspondent, I felt it my duty, owing to responsibilities in office of S. & T., to resign and give some other brother an opportunity. As a consequence, Bro. Donohue was appointed in my stead. Hereafter you will please address all such matter for publication: J. A. Donahue, No. 2324 Parrish St., Philadelphia, Pa.

In case you should overlook the brother's address, forward to me and I will see that he gets it. Please give him all the encouragement in this work in your power, as it is not the most desirable vocation. Thanking you, my brothers, for past favors and the interest you have taken to make this column a success. Send in your correspondence before the last day of each month.

Will now take my leave from you in this department. With best wishes, I am

Yours in S. O. & D.,

JAMES HUTTON,
Division Correspondent.

Grand Division

OFFICIAL DIRECTORY.

General Offices, **St. Louis, Mo.**

GRAND OFFICERS:

W. V. Powell.....President
St. Louis, Mo.
M. M. Dolphin.....First Vice-President
St. Louis, Mo.
A. L. Taylor.....Second Vice President
St. Louis, Mo.
H. B. Perham.....Secretary and Treasurer
St. Louis, Mo.

BOARD OF DIRECTORS.

C. Daniel (Chairman), Kimball House, Atlanta, Ga.
S. C. Mahanay (Secretary), Sherwood, Mo.
L. A. Tanquary, Cuchara Junction, Colo.
A. O. Sinks, Box 276, Portland, Ore.
F. J. Reynolds, Calgary, N. W. T.

ADVERTISING.

All matters pertaining to advertising will be referred to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

NOTICE.

Division Card No. 3200, issued in favor of Certificate No. 1514, Division No. 72, has been stolen. If presented please take up and forward to this office.

H. B. PERHAM,

Secretary & Treasurer.

St. Louis, Mo., August 28, 1900.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory. W. V. Powell, President, St. Louis, Mo.; H. B. Perham, Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairmen. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Local S. & T., Drayton, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman, Local Pres., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m. at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Local Pres., Oaks, Montgomery, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairmen, E. T. Nickel, G. C., Amsterdam, Mo.; P. H. Williams, Local S. & T., Amaret, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Millard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Local S. & T., Wood River, Neb.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local S. & T., 835 Elk st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. W. B. Dobbins, Local Pres., North Vernon, Ind.; J. E. Hudson, Local S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. H. Morris, Local Pres., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.

NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Local Pres., Orano, Me.; E. L. Keyes, Local S. & T., Great Works, Me.

NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., at 619 6th st., Parkersburg, W. Va. P. Costello, Local Pres., Belpre, Ohio; G. J. Steurer, Local S. & T., 626 Depot st., Parkersburg, W. Va.

NO. 13, DULUTH, MINN.—Meets 3d Sunday of each month at 8 p. m. at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Local Pres., 1620 Oaks av., West Superior, Wis.; D. A. Short, Local S. & T., 1620 Oaks av., West Superior, Wis.

THE RAILROAD TELEGRAPHER.

- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Local S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shepheld, Local Pres., Alexandria, Ont.; F. S. Griffin, Local S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer; P. D. Hamel, Asst. L. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. p., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Local Pres., Niagara Falls, Ont.; B. Knight, Local S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. J. B. Coniff, Local Pres., 1206 Guilford ave., Baltimore, Md.; J. B. Finnan, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock, p. m. W. H. Phillips, Local Pres., Cotton Belt freight office, Fort Worth, Texas; C. A. Burton, Local S. & T., 704 S. Rusk st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, Local S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. E. F. Shields, acting Gen'l Chairman, 142 S. Williams st., Dayton, O.; A. C. Bushwaw, Local S. & T., 1617 E. Fifth st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; L. D. McCoy, Local S. & T., Gibson Station, I. T.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. A. B. Harding, General Chairman, Williamsburg, Kan.; J. A. Newman, Local S. & T., Wichita, Kan.
- NO. 24, WILLIAMSPORT, PA.—Meets 1st Wednesday of each month in Wightman Block, No. 22 West 4th st., Williamsport, Pa., and on the 3d Friday of each month on third floor Postoffice Building, Main st., Lock Haven, Pa. C. E. Sturgis, Local Pres., 44 Linck Bldg., Williamsport, Pa.; J. I. Klingenger, Local S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Local S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. D. Wright, Jr., Local Pres., Brunswick, Md. C. D. Shewbridge, Local Pres., Keep Tryst, Md.; E. L. Harrison, Local S. & T., Brunswick, Md.
- NO. 27, LOUISVILLE, KY.—Division covers the Louisville, Evansville & St. Louis Railroad System. Meets subject to call of Chairman. E. P. Roach, Gen'l Chairman, Germantown, Ill.; Jos. Watchinger, Jr., Local S. & T., Bartleso, Ill.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Local Pres., 1225 Sansom st., Philadelphia, Pa.; James Hutton, Local S. & T., 1463 Wilton st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; Jas. F. Burnett, Vice Gen'l Chairman, 1206 W. Markham st., Little Rock, Ark.; Sidney C. Mahanay, Local S. & T., Sherwood, Mo.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. A. R. VanGeisen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.
- NO. 36, ANDOVER, O.—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Local Pres., Williamsfield, O.; T. D. Dellmin, Local S. & T., Gen. Del., Youngstown, O.

THE RAILROAD TELEGRAPHER.




- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Gallion, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Tuesday evening at 8 o'clock at N. E. corner Broad and Third sts., Columbus, Ohio. L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 727 N. 3d st., Saginaw, E. Side, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 1st Wednesday evening at 8 p. m., 3d Tuesday morning at 10 a. m., of each month, Brotherhood Hall, cor. Third st. and East av., Long Island City, N. Y. P. H. Enright, Local Pres., 746 Sterling place, Brooklyn, N. Y.; J. F. Hinterleiter, Local S. & T., 149 5th st., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coalton, Ohio; H. C. Mitchell, Local S. & T., Uniapolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. S. Hill, Gen'l Chairman, Montrose, Colo.; L. A. Parkhurst, S. & T., Room 6, Union Depot, Pueblo, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B, Portland, Ore.; A. O. Sinks, Local S. & T., Box 276, Portland, Ore.
- NO. 51, GROVE CITY, PA., Division covers P. B. & L. E. Ry. System. Meets subject to call of Chairman. William A. Gorton, Gen'l Chairman; B. E. Crouch, Local S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. H. T. McGuire, Local Pres., 256 S. Highland av., Pittsburg, Pa.; S. J. Konenkamp, Local Sec'y, 2705 Jane st., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 20 Eddy st., San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzell, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, Roseburg, Ore.; E. F. Wolever, Asst. Gen'l Chairman, territory west of El Paso, Texas, Boewawe, Nev.; W. R. King, Asst. Gen'l Chairman, territory east of and including El Paso, Texas, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View, Sta. L, San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. J. F. Coleman, Acting Local S. & T., Wickes, Mont.
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; J. W. Girt, Local S. & T., Navarre, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; G. C. Morgan, Local S. & T., Hearne, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3 floor Western Union Bldg., 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemoor, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacook, N. H.; J. C. Miller, Local S. & T., 46 Summer st., Chelsea, Mass.

THE RAILROAD TELEGRAPHER.


- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; H. F. McDonauld, Local S. & T., Pocatello, Idaho.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Local Pres., Caucapascal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. I. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnellton, W. Va.; E. J. Shaugnessy, Local S. & T., Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d and 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Local Pres., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Offices, Ogden, Utah; C. N. Custard, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; D. G. Hurley, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m. at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday evening of each month at 8 p. m. on 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 526 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av. 3d floor, Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; J. P. Mercer, Local S. & T., East Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago and Northwestern Railroad. Meets subject to the call of Chairman. E. R. Cram, Gen'l Chairman, Sugar Bush, Wis.; C. A. Ransom, Local S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers the New York, New Haven and Hartford Railroad System. Meets subject to call of the various Chairmen. John W. Allen, Gen'l Chairman, No. 7 Weir st., Taunton, Mass.; D. W. Dean, Local S. & T., Box 226, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Colo.; I. G. Beverlin, Local S. & T., Woodland Park, Colo.

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Vol. XVII. No. 10.

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October, 1900.



THE RAILROAD TELEGRAPHER



PUBLISHED AT ST. LOUIS MO.
BY THE ORDER OF RAILROAD TELEGRAPHERS.

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R. J. Mullen, Toronto.

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J. H. Ford, Nashville.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



ENTERED AT THE POST-OFFICE AT ST.
LOUIS, MO., AS SECOND-CLASS MATTER.
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VOL. XVII.

OCTOBER, 1900.

No. 10.

EDITORIAL

TELEGRAPHIC CONDITIONS ON UN- ORGANIZED ROADS.

TELEGRAPHERS comfortably located on scheduled roads with their rights in regard to promotion fully secured, and at the same time drawing fair pay for their services, have little knowledge of conditions existing on other roads where the telegraphers have not learned to protect their interests, by means of close organization.

It may surprise some of them to know that at the present time, there are many railroads in the United States operating thousands of miles of track where telegraphers' salaries range from \$30 to \$50 per month. Where there are one or more students practicing in each and every office, by order of the officials. Where these students are periodically examined in regard to their fitness to run stations and signal towers. Where men are supposed to be on

duty every minute of the day, and whenever wanted at night.

One of our members worked thirteen days recently on such a road, and during that time nine different men tried to hold down the night job. He noticed a train dispatcher repeating a train order for thirty-seven minutes before the poor plug of an operator could be sure he had it right. Telegraphers of fair ability cannot be induced to stay more than thirty days on account of the enormous work expected of them, and the miserable pittance paid in wages, although some fossilized habitues here and there stick it out for a year or two, because they have fallen into a rut that they dislike to get out of. In contemplating such a situation, one is impressed with the vast field of work open for this organization. The telegraph business is an honorable one, and should be made to support a man with a family in a respect-

able manner wherever a key and a relay is needed.

The Order of Railroad Telegraphers has fully demonstrated that it is able to help matters very materially, wherever it receives the loyal support of the men employed, but in face of that fact, the conditions mentioned in the foregoing are quite general in certain parts of the country.

The question is, what is the matter with men who tamely submit to such a state of affairs when there is a remedy at hand? Aside from considerations of public safety,

MISMANAGEMENT AND DISASTER.

THE officials of the Philadelphia & Reading Railroad have been receiving some right royal roasts from the newspapers for their evident mismanagement of a valuable property.

At or near Hatfield, Pa., on September 2d, an excursion train, loaded down with passengers collided with a milk train, causing the death of thirteen persons, and injuring sixty-four more or less seriously. The *Philadelphia Inquirer*, in commenting upon the unfortunate accident says:



DOES ANYBODY WONDER THAT ACCIDENTS OCCUR?

(Reproduced from the Philadelphia North American.)

the officials are not to blame. If they could get men to work continuously without pay they would be entirely justified in doing so. The fault lies with the telegraphers, and it would be interesting to hear their version of the story if non-union men were in a position to select a spokesman to tell it. The telegraphic conditions of to-day need the ameliorating effects of close organization and intelligent committee work. A respectful and proper presentation of facts at the fountain head of authority would accomplish wonders, but it cannot be done without organization.

"Every statement given out by the management of the Reading Railway Company regarding the accident at Hatfield Station, in which thirteen men, women and children lost their lives, and nearly two-score were badly injured, has placed the blame upon the telegraph department of the company. But in none of them has been incorporated the fact that the operators in the employ of the road were paid less than half, many of them, than good operators should be and are paid by the Western Union and the Postal Telegraph Companies.

"To have made public this fact would have been to furnish the key to the mystery surrounding the cause of the tragedy.

"It is the commonly accepted belief that the lives of passengers who ride in railroad trains are in the hands of the engineers of those trains. The belief is founded on fact.

"No less is it true, however, that the lives of the passengers are equally in the hands of the operators along the lines over which they are riding. Getting down to actual truth, the safety of every one on a railroad train depends more upon the clear-headedness, knowledge of his business and reliability of the railroad train dispatcher and the telegraph operators under him than it does upon the engineers.

"From the time a train leaves a terminal point on a railroad until it arrives at its final destination, every movement it makes is directed by the train dispatcher. The train crew, of which the engineer is one, simply obeys the instructions sent out from the train dispatcher's office.

"The train dispatcher's orders can reach the engineer and conductor of the trains for which they are intended through but one medium.

"That medium is the railroad telegraph operator.

"Let him be incompetent, let him be overworked, let him be negligent, and in the twinkling of an eye, one train may be sent crashing into another, and soul after soul hurled into eternity."

In another issue, the *Inquirer* gives a few figures in regard to telegraphers' salaries that are in the nature of an eye-opener to the traveling public. Here they are:

Monthly salary paid by Reading Railway Company to telegraph operator at Hatfield.....	\$25.00
Number of passenger trains passing Hatfield daily	26
Duties of operator at Hatfield—receiving train orders, helping handle baggage, assisting in sale of tickets.	
Monthly salary paid by Reading Railway Company to telegraph operator at Telford	\$30.00

Number of passenger trains passing Telford daily	26
Duties of operator at Telford—receiving train orders, helping handle baggage, assisting in sale of tickets, occasional flagging of trains.	

Monthly salary paid by Reading Railway Company to day telegraph operator at Souderton	\$40.00
Monthly salary paid by Reading Railway Company to night telegraph operator at Souderton	\$35.00
Number of passenger trains passing Souderton daily.....	26
Duties of telegraph operators at Souderton—receiving train orders, helping to handle baggage, assisting in sale of tickets.	

Monthly salary paid by Reading Railway Company to telegraph operator at Doylestown	\$30.00
Number of passenger trains arriving at and departing from Doylestown daily	26
Duties of telegraph operator at Doylestown—receiving train orders, helping to handle baggage, assisting in sale of tickets.	

Monthly salary paid by Reading Railway Company to day operator at Lansdale	\$45.00
Monthly salary paid by Reading Railway Company to night telegraph operator at Lansdale	\$40.00
Number of passenger trains passing Lansdale daily	54

In commenting upon this munificent scale of wages it says:

"That \$25-per-month men should be depended upon by the big railroad corporations to receive from the train dispatcher's office over the wires orders governing the movements of swift-running trains carrying hundreds of passengers whose lives would not be worth a moment's purchase in the event of a blunder on the operator's part, seemed scarcely possible, and it is little wonder that the *Inquirer's* story was read with undisguised astonishment everywhere. Casual inquiries made yester-

day among men accustomed to traveling extensively elicited the fact that but few, if any, of them knew that railroad telegraph operators were the cheapest to be had.

"I never thought that operators at the smaller stations along the Reading and other railroads were paid as much as the highest-priced men in the employ of the Western Union or Postal Telegraph Companies," said Charles C. Morgan, a traveler for one of Philadelphia's big wholesale dry goods firms, 'but, at the same time, I never dreamed that the orders for the trains on which I spend half of my time almost were being transmitted through operators who were working for less than a dollar a day.

"I don't wonder that accidents like that at Hatfield happen. The wonder is that they do not happen oftener. It seems to me that there should be a law enacted by each State, or better yet, by Congress, requiring a telegraph operator to pass successfully certain tests as to speed, etc., before he is entrusted with the work of a station, and also prohibiting his acting as ticket seller, baggage handler or in any other capacity other than that of a railroad telegrapher. If that were done, the railroads would be compelled to pay higher salaries, but the traveling public could have the satisfaction of feeling that there was a safeguard around the movement of trains which is now certainly lacking."

As is usually the case, the coroner's jury let the officials down easily, and scored the overworked and underpaid employees. Following is the verdict:

William C. Blackburn, of Ambler, and others, came to their deaths from shock and injuries received at Hatfield Station in a collision on the Philadelphia & Reading Railway, on Sunday morning, September 2, 1900.

We, the jury, strongly recommend that the Philadelphia & Reading Railway Company strictly observe the five-minute rule in the running of all trains not guarded by some sort of block system.

We recommend a continuation by the Philadelphia & Reading Railway Company of the Hall signal system to Bethlehem.

We condemn John Davis, engineer of special excursion train No. 249, for running past the red flag at the crossing at Souderton, for running his train ahead of time, and running his train recklessly.

We condemn Conductor Thomas Shelby, of the special excursion train, for permitting Engineer John Davis to run recklessly and ahead of time, and for not ordering Davis to reduce speed.

We believe that Operator D. B. Beidler, at Souderton Station, neglected his duty in his failure to raise the red board after the milk train had passed.

We are of the opinion that Train Dispatcher W. S. Groves did not perform his duty in failing to keep in constant touch with the milk train and the first section of the excursion train.

Loose and slovenly work is the rule on a road where unions are not recognized, while on well organized roads it is the exception. About twenty-seven brakemen were discharged from the employ of the Reading recently, presumably because they were members of the Brotherhood.

There are indications of an official shaking up on the road, and a general change in policy will, doubtless, be inaugurated by degrees. Western men have demonstrated that railroads can be made profitable to shareholders and employes alike by adopting intelligent methods, and treating their employes as men should be treated.

The old saw about a "Penny saved is a penny earned" does not apply to modern railroad practice, but that, nevertheless, has been the policy of the Philadelphia & Reading Railroad for some time past, and it cannot be gainsaid that it has produced most unsatisfactory results for all concerned.

THE GALVESTON DISASTER.

THE terrible experience that Galveston and other Texas coast cities have recently passed through, should serve to call attention to the slipshod and flimsy style of building that is carried on in places where mid-ocean gales are likely to come ashore at any time. In older settled countries, towns that are known to be

in the track of violent storms, that gain destructive energy at sea, are built like steamships, expressly with the object of withstanding rough weather. A similar course will have to be pursued in this country along the gulf coast, if it is desired to avoid such catastrophes in future.

Galveston is a city built of frame houses on a low sand bar, without any pretense at protection from the encroachments of the sea, and this in comparatively close proximity to a region constantly swept with storms of tropical origin.

The Dikes of Holland are well worth studying, and make a splendid example for the citizens who make their residence in exposed places along the sea coast. Galveston would find it profitable to send an Investigating Committee to that country for information.

Robert Burgess, a civil engineer who has been identified with many large projects in the Southwest, says, in a recent interview:

"What can be done to prevent another catastrophe like the horrible one just passed? To go ahead and rebuild the same as before would be foolhardy. Another storm may come in a year, or it may not come for a century. That another will come some time there is no reason to doubt, and it may find a city ten times the size of the one just destroyed. What, then, can be done? There are two things that can be done, and at a reasonable expense.

"First, the grade or height of the city can be raised ten feet or more, sufficient to place the residence portion above the height of the recent flood. This can be done by the method of the hydraulic dredge, taking the material from the bottom of the bay or gulf, and pumping it ashore with water through long pipes. The water flows off, and the sand remains gradually raising the surface to any desirable height. This work has been, and can be done at an expense varying from 5 to 10 cents per cubic yard, according to the conditions which surround the problem. It is surrounded by water on all sides, from which an inexhaustible supply of material can be obtained.

"To cover a square mile to an average height of ten feet would require 10,325,333 cubic yards of material. I am confident

this material could be put there for 5 cents per cubic yard, but suppose it to cost 10 cents, the cost would be \$1,032,533, or approximately \$1,000,000 per square mile. Suppose four square miles, which is about the present area of Galveston that would require this treatment, we have a cost of \$4,000,000 for raising the grade.


"Next, to protect the sea shore from the action of the waves, if this should be thought necessary, a wall of solid concrete, making practically a single stone or monolith, could be constructed along the beach well back from the edge of the water. This wall should slope well backward, so that the force of the waves would be mostly expended in throwing the water in the air in the form of surf or spray. The foundation of this wall could be placed, say ten feet, below the surface, the top extending ten feet above. Being practically a single stone, it would securely rest upon a sand foundation, and if it sank it could be easily raised by the addition of more concrete on the top. Cracks or damages could be repaired in the same way. To build a wall having a base of ten feet in width, four feet wide on top and twenty feet total height, and a mile long, would require 27,378 cubic yards of concrete. As these large contracts would be let at bottom prices, we may assume that the concrete could be made at \$5 per cubic yard, making the cost of a mile wall \$136,890. Two miles would protect the gulf shore at present, and if a protection on the bay side would be thought necessary, two miles more might be required, or four miles in all. This would cost \$547,560, or in round numbers half a million. For four and one-half million dollars, then, we have the city protected against flood.

"It may be said that any site along the gulf coast would be equally as exposed to the danger from a hurricane as the present location. The only remedy is to build stronger houses, with broad bases and not too high. The experience of the recent storm shows that the solidly built structures of stone and brick withstood the gale, while the residences, many of them in Galveston of wood and flimsily built, were carried away."

It is now certain that notwithstanding the terrible loss of life and property sustained by the people of Galveston and vicinity, that they are going to work with characteristic pluck and determination to rebuild their city, and make it safer for human habitation and more beautiful than ever.

The geography of that part of the world makes a city necessary at that point. The physical well being of a city depends upon the spirit and character of its people, and in this particular, Galveston is peculiarly blessed, for it has had the reputation for many years of being one of the best governed cities in the country. Already Galveston looks forward, and in its mind's eye sees a city greater, fairer and more prosperous than ever before, rising from the ruins.

THE BROTHERHOOD OF LOCOMOTIVE FIREMEN'S CONVENTION.

 THE Seventh Biennial Convention of the Brotherhood of Locomotive Firemen convened in the city of Des Moines, Iowa, on September 10th, and closed on September 24th, about 500 delegates being in attendance. The two years preceding June 30, 1900, were the banner years in the entire history of the Brotherhood. With a united membership, an entire absence of anything like dissatisfaction within the ranks, and very few out of employment, the Brotherhood probably never met under more auspicious circumstances.

It is gratifying to note that nearly all of the old guard of Grand Officers were re-elected. Frank P. Sargent was re-elected Grand Master, J. J. Hannahan was re-elected First Vice-Grand Master, C. A. Wilson was re-elected Second Vice-Grand Master, Chas. W. Maier was re-elected Third Vice-Grand Master, Frank W. Arnold was re-elected Grand Secretary and Treasurer, and Wm. S. Carter was re-elected Editor and Manager of the *Brotherhood of Locomotive Firemen's Magazine*. Three members of the Grand Executive Board were re-elected: Jas. Coutts, of Ashtabula, Ohio; E. M. Sawyer, of Chicago; and J. F. McNamee, of Columbus, Ohio; W. H. Pierce, of Pittsburg,


Mass.; and F. J. May, of Halstead, Pa., were elected to the two other places, succeeding Asa Dillon and J. R. Scott. Two of the three members of the Board of Grand Trustees were re-elected: Fred. Keeler, of Houston, Tex., and A. W. Hawley, of New York City. George Goding, of Chicago, was elected to succeed Frank McManamy.

It was decided that the headquarters of the Brotherhood will remain at Peoria, Ill.

The Order of Railroad Telegraphers rejoices in the fact that the Firemen have a stable and highly useful organization, whose beneficent influences spread from ocean to ocean. That the membership of the Brotherhood appreciate this is shown by the loyalty and enthusiasm displayed at the convention, and the hearty recognition of the faithful work done by their Grand Officers.

The next convention of the Brotherhood is set for the second Monday in September, 1902, at Chattanooga, Tenn.

RUSSELL HARDING HONORED.

 HE employes of the Cotton Belt system, on September 28th, presented to their former Vice-President and General Manager, Russell Harding, a large loving-cup, which is a marvel of beauty, design and artistic skill. It is of silver, the inner surface being plated with gold. On one of the three faces is an excellent likeness in bas relief of Mr. Harding; on another, a delicately carved figure of Mercury setting the pace for a locomotive while the third contains the inscription, "Presented to Russell Harding by the Employes of the Cotton Belt Route."

There was no formal presentation of the cup, it being quietly taken to the Southern Hotel, at St. Louis, Mo., where Mr. Harding makes his home, and given to Mrs. Harding. There it was found by him yesterday evening, as a most pleasant surprise, upon his return from the offices of the Missouri Pacific, of which he is now the Third Vice-President and General Manager.

Accompanying the cup was a testimonial, drawn up and handsomely framed by the

Committee of Employees. The following extract is taken from it:

"We hope this loving-cup will now and always convey to you, in no uncertain way, our appreciation of the just and pleasant relations you maintained with us as our chief. Firm always in exacting strict performance of duty, that the trust reposed in you by your high offices, and in us through you, might be fostered and advanced, your relations with us have still been kind and cordial. In demonstrating to us your great ability as an organizer and manager, so forcibly evidenced by the

fruits of your management of the properties, you have also shown us your sterling worth as a man. It is indeed rare that such qualities of mind and heart as we have learned to know you possessed of are so happily blended in one man, and we feel it a privilege to have been associated with you in your work. We assure you, for ourselves, and for our fellow-employees, whose wish we fulfill in doing so, that out of our association with you have sprung admiration of your ability and personal affection for you as a man."

Editorial Notes

Trades unions seek to make the few rich poorer, and the many poor richer. Who says that is not a laudable object?

The Michigan law providing for a court of mediation and arbitration has been declared constitutional by the Supreme Court of that State.

There are yet people living who think it ought to be made a criminal offense to belong to a labor union. They are relics of a barbarous time.

The Yellow Terror of China does not seem to be such a warm number after all. Organization, as well as other fighting qualities, seem to be lacking.

Interesting news from the Special Session of the Grand Division that convened on the eighth day of October may be looked for in the November number.

Five wrecks on the Reading Railroad in one day is beginning to make the Chairman

of the Board of Directors feel uneasy. It is said that he is looking after his scalping knife.

What is the matter with a railroad that uses its telegraphers so meanly that they quit every few days, and whose stations are turned into telegraph schools to keep the supply from falling short?

The most quiet general election ever held. What does it portend? Is the working man beginning to realize that there is nothing in it for him? Twenty years of one party and eight years of the other certainly ought to be amply sufficient in the way of an experiment for the average man.

The annual coal miners' disturbance is now central in Pennsylvania. One of the newspaper correspondents describes in the *St. Louis Post-Dispatch* how a man may work steadily as a laborer in the mines, and yet be a pauper depending upon the aid of the poor district to support his family. Comment is unnecessary.

J. H. Bunnell & Co., the noted telegraph supply manufacturers of New York, sent their check for \$100 for the relief of the Galveston telegraph fraternity as soon as they heard of the calamity. This firm generally comes to the front in an emergency, and it is needless to say that their thoughtfulness is highly appreciated.

The Mortimer D. Shaw Monument Fund is slowly accumulating. Arrangements will

soon be perfected to have someone appointed at all the large relay centers to make collections for this fund.

Amount previously reported.....	\$16.25
Cert. 169, Div. 30.....	2.00
J. F. Gill	1.00
Colorado Friends	1.00
<hr/>	
Total	\$20.25



T. A. GLEASON,
Representative New York Division No. 44.

THE MUTUAL BENEFIT DEPARTMENT

ASSessment No. 21 IS DUE ON
NOV. 1, 1900. TIME FOR PAY-
MENT EXPIRES DEC. 31, 1900.

CLAIM No. 52.—Amount, \$300; was paid September 21st to Bessie L. Brees, daughter and beneficiary of Brother Theron A. Brees, of Canadian Pacific Railway System, Division No. 7, who died from cerebral hemorrhage, March 29, 1900.

LIFE'S VICISSITUDES.

To the ordinary mortal, the proximity of death is not appreciated, nor does he care to entertain thoughts upon such a grim subject. He is wont to think that life insurance or participation in a mutual benefit fund may be a good thing for his neighbor, but in his own case it is hardly necessary; anyway, serious consideration of it can be postponed.

To the staff of a large hospital, or the attendants at a city morgue, the vicissitudes of life are more clearly apparent, and the ever nearness of the Grim Reaper is known.

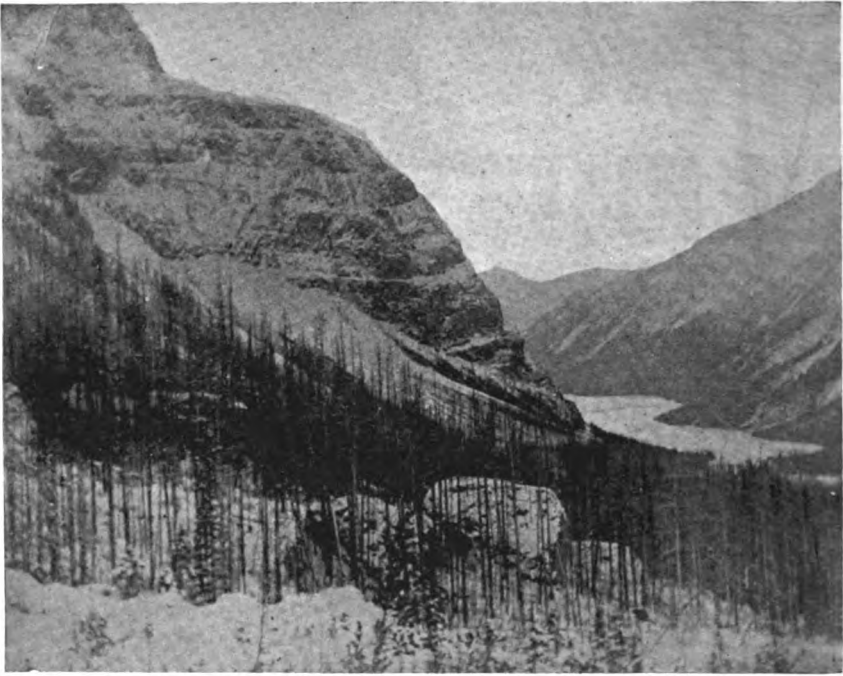
Officials of insurance associations are, perhaps, more fully cognizant of the volume

of traffic that passes over Charon's Ferry than others, but few are inclined to pay attention to the statistics they furnish.

Our Mutual Benefit Department is approaching the close of its third year, as the assessment notice above indicates. In that short time, fifty-two members have gone over to the great majority, very few of whom expected such a contingency to arise in so short a period.

The moral is plain: Every member of the Order of Railroad Telegraphers should take out a certificate of membership in its Mutual Benefit Department, regardless of when they joined the organization. Membership in the department is compulsory with all new members, and there is no good reason why all of the old members who are eligible should not carry a certificate. The assessments are placed as low as is considered compatible with a safe conduct of the department, and money collected on assessments is disbursed only for the payment of approved death claims. The running expenses of the department are defrayed from a fund created by the collection of application and transfer fees. A certificate serves to shield those who are near and dear to us against vicissitudes that come when least expected.





KICKING HORSE CANON, NEAR FIELD B. C., ON CANADIAN PACIFIC RY.



MT. STEPHEN AND MT. STEPHEN HOTEL. FIELD, B. C., ON CANADIAN PACIFIC RY.

Gleanings

New Zealand is a country without strikes.

* * *

"Humanity is the successive incarnation of God."—*Joseph Mazzini*.

* * *

Members of labor unions in Vancouver, B. C., are not allowed by their unions to join the local militia.

* * *

"A State is a perfect body of free men, united together in order to enjoy common rights and advantages."—*Grotius*.

* * *

"A thinker of the past century has described humanity as a man who lives and learns forever."—*Joseph Mazzini*.

* * *

The Cigarmakers' International Union, according to latest reports, has now over 35,500 members and is growing rapidly.

* * *

John Wanamaker has withdrawn his advertising from the *New York Sun* until it shall make its peace with organized labor.

* * *

That man is a philanthropist who distributes good knowledge among his neighbors, for knowledge is better than riches.

* * *

A sign of the times: Five unions in the Brooklyn labor day parade fell out of line rather than listen to republican and democratic orators.

* * *

Nine Chicago firms have conceded the eight-hour day demanded by the machine wood workers. Three times as many more are yet to be heard from.

Twelve hundred members of the Amalgamated Sheet Metal Workers' Union of New York have secured an increase of 5 cents per day, the minimum scale now being \$3.75.

* * *

At Washington, D. C., the American Federation of Labor have placed the Pope Manufacturing Co., of Boston, and the Keystone Watch Case Company, of Philadelphia, on the unfair list.

* * *

At Milltown, N. J., a co-operative rubber company has been started under the management of the mayor to work a factory there which had been closed by the rubber trust. Almost every resident has taken stock in the new undertaking.

* * *

"Honors, like impressions upon coin, may give an ideal and local value to a bit of base metal; but gold and silver will pass the world over without any other recommendation than their own weight."—*Laurence Sterne*.

* * *

Forty-two thousand dollars have been spent by the United Hatters of America in the last two years for label propaganda. It was a profitable investment for the craft, as many dealers indifferent to the cause of unionism can testify.

* * *

"There is in human affairs one order which is the best. The order is not always the one which exists, but it is the order which should exist for the greatest good of humanity. God knows it and wills it; man's duty it is to discover and establish it."—*Emile Laveleye*.

La Huelga (The Strike) is the name of the first labor paper ever published in Porto Rico. It styles itself "Defender of the rights of the working people." The strike of the bricklayers, carpenters, cigarmakers, and others in the island led to its establishment. It is "published when possible."

* * *

In China, unskilled laborers are paid upon an average seven cents a day. Masons, carpenters, stone cutters, and other high-classed skilled labor gets from twenty-five cents to thirty cents a day. Work begins at sunrise, and keeps up till dark. Strikes are virtually unknown.

* * *

Union suspenders can not be had on application to stores that are up-to-date—so says the *American Federationist*. We have always had union suspenders who suspended unions for not paying up; these suspenders are for holding up the union trousers that garment workers draw their dues from in order to escape union suspenders.

* * *

On the Great Northern Railway, on September 12th, the boom of a steam-shovel, which was in a train being pulled across the Gold Springs, Minn., bridge, caught on the overhead bracing of the bridge, and much of it was torn out. As a result, the bridge collapsed and dropped the steam-shovel and three flat cars into the river below.

* * *

The largest telegraph pole in England has been erected at Ilfracombe. It is to be used for wireless telegraphy experiments between the Mumbles and Ilfracombe. The height is 116 feet 3 inches; it is 17 inches in diameter at the base, tapering to 3½ inches at the top. Its weight is near two tons. It has been placed at a depth of six feet in the solid rock.

* * *

Two conductors and sixteen brakemen on the Dakota division of the Northern Pacific Railway, have been discharged for accepting cash fares from hoboes for riding on trains. The evidence was secured by a

detective, who impersonated a hobo, and was equipped with a button camera. He took snap shots just as he handed over the money to the railroad men.

* * *

A woman passenger on a Southern railway train having complained that a man wore a shirt waist without his coat in a ladies' coach, the matter was referred to the legal department of the road, and it has submitted an opinion holding that "so long as a man is decently dressed, whether he has on his coat or not, his appearance can not be offensive to any sensible person."

* * *

If workmen gave up their trade unions and permitted their employers to fix their wages and hours of labor, what would be the result? First, a degradation too horrible to contemplate; then, a culmination in scenes beside which the vengeful frenzy of the French revolution would seem but as child's play. Trade organizations are the safety valves of righteous discontent. Let corporate Cæsars beware how they tamper with them. —*The Iowa Unionist*.

* * *

As a result of disagreement on prices paid for mining anthracite coal, 118,000 men employed in these operations went on strike, September 17th. Owing to this, railway interests in vicinities intimately connected with these mines have been affected to a considerable extent, and outside interests in which anthracite coal is engaged will doubtless be affected quite seriously, as there appears at this time but little prospect of an immediate settlement of the difficulties.

* * *

Electricity as a motive power for looms has made much progress in St. Etienne, where there are at present 2,380 weaving shops, employing electricity and running 5,369 ribbon looms. These looms were formerly worked by hand, and the amount of strength needed to operate them made this work one exclusively for men. With the motive power, however, lighter female labor can be employed, and the result in the future will be the substitution of female labor

in a field in which male labor has heretofore had no competition.

* * *

The largest river is Time.

The deepest ocean is Death.

The most highly civilized country is To-day.

The region where no man hath ever set foot is called To-morrow.

The region where no living thing hath habitation is called Yesterday.

The greatest desert is called Life, and it hath many oases. These are called Hope and Ambition and Love and Charity and Home. And of them all the last is the most beautiful.

* * *

The following, which may be termed the creed of Robert Louis Stevenson, is a creed that does not declare Christ, but contains the spirit of Christ's teachings:

To be honest; to be kind; to earn a little and spend a little less; to make, upon the whole, a family happier for his presence; to renounce when that shall be necessary, and not be embittered; to keep a few friends, but these without capitulation; above all, on the same grim condition, to keep friends with himself; here is a task for all that a man has of fortitude and delicacy.

* * *

State Railway Commissioner Kayler, of Ohio, says it is true that he is making a record of the names and addresses of all the railway employes of the State. He says there are legal provisions which require employes in higher positions to have had service first in lower positions, and the railroad companies have been violating these with impunity. There was no absolutely reliable record for use in such a case. When this list is on record, there will be *prima facie* evidence for use in such a case. We have always had the idea that the reverse was more true on railways than in any other interest.

* * *

Negotiations have been practically completed by which Charles T. Yerkes, until recently at the head of street railway interests in Chicago, secures charter for an underground railway of six and one-half

miles in length, from Charing Cross to Hampstead, in London, to cost about \$15,000,000. This line is to be completed in two years, and is to be built for the major part with American capital, and the project is understood to signify that this company will ultimately absorb all the metropolitan transportation interests in the city, with the object of providing better urban transit facilities.

* * *

The man who breeds dissension in a union is the greatest foe union labor has to contend against. He usually employs the cowardly weapon of slander and falsehood against someone who has incurred his displeasure, because he did not go the way the discord-breeder wanted him to go, and because he dared to think different on some subjects foreign to the malcontent's reasoning. Harmony is the great force necessary to make the labor movement a success, and the man who, for selfish purposes and without good reason, tries to make life a burden to other members, should be promptly sat upon and squelched.

* * *

Some of the railroads are considering the advisability of abandoning the time-honored title of brakeman on passenger trains and calling him the assistant conductor. The brakes on passenger trains are no longer worked by hand, but by air, and, therefore, it is argued that the old title is a misnomer. "The name brakeman," said a railroad man, "has been a misnomer ever since the brakemen ceased to be brakemen—that is, when air brakes came into use. A brakeman nowadays simply attends to signals, calls names of stations, and otherwise assists in conducting trains. The change to assistant conductor is logical."

* * *

The Canadian Pacific Railway has inaugurated a novel idea in connection with summer excursionists. It has constructed a houseboat which is completely furnished, and of a capacity sufficient to accommodate a large family party for an outing of such period of time as might be desired. This boat has been placed on the beautiful Kootenay Lake in the Dominion of Canada, on

the line of this railway. It is rented to parties at a nominal charge per diem, and is towed to various parts of the lake as desired by the party, thus providing accommodations for outing parties which will, very probably, be greatly in demand.

* * *

M. Willett, Chief Inspector of French telegraphs, in a paper to the Electricians' Congress at Paris, indicates a belief that in the wireless telegraphy as now practised, the projection of the matter telegraphed leaves the masts at the bottom instead of the top, this being probable from the fact that neither the roundness of the earth's surface nor intervening hills intercepts the signals transmitted. His theory involves communicating through the geological beds in which the earth's electricity has the same tension, the idea being that any disturbance at one point on the same electric level creates what would be called a swell in the whole level, leaving the higher and lower strata comparatively undisturbed. The French telegraph department has appointed a committee to sink shafts to ascertain the distribution of these electric levels.

* * *

The Old-Time Telegraphers' Association and the United States Military Telegraph Corps, including many former and present railway officers, held an annual reunion at Minneapolis recently. The Telegraphers' Association, which has a membership of 706, elected officers as follows: President, L. B. MacFarland, Superintendent Bell Telephone Company of Canada; Vice-President, J. E. Hutchinson, Superintendent of the Ottawa Electric Railway; Sec-

retary-Treasurer, John Brant, of New York. The officers elected by the Military Telegraph Corps are: President, Col. W. B. Wilson, of Philadelphia; Vice-President, William L. Ives, of New York; Secretary-Treasurer, J. E. Pettit, of Chicago. A notable feature of the gathering was an address by United States Senator Cushman K. Davis, who used to be an operator on the Milwaukee & St. Paul when S. S. Merrill, afterward President, was a conductor.

* * *

There are in Great Britain 1,632 registered co-operative societies, with a membership of 1,720,000, a share and loan capital of \$135,000,000, and a reserve of nearly \$10,000,000. After paying 5 per cent on a capital of nearly \$150,000,000, the profits for 1899 on a trade of \$345,000,000 amounted to \$39,000,000, of which \$300,000 was devoted to education and \$125,000 to charity. About 100,000 committeemen are chosen by the members to manage the business, and there are more than 78,000 other employees, while the population directly affected by the movement is set down as 6,000,000. Besides this work of distribution, British co-operation endeavors to bring about a practical union of labor and capital in the shape of business partnerships. In 1889, 102 co-partnership businesses were founded by wage-earners, whose sales for the year amounted to about \$12,500,000. In England, the English Wholesale Society has never favored the principle of co-partnership—a movement which the Scottish Wholesale Society has always greatly furthered. The above statistics do not include Ireland.



PERSONAL MENTION

BORN.—To Bro. and Mrs. T. E. Chatham, of Belleville, Ill., a fine O. R. T. boy, August 3, 1900.

BORN.—To Bro. and Mrs. R. G. Gardner, of Glenvar, Va., a ten pound O. R. T. girl, September 7th.

BORN.—To Bro. and Mrs. M. D. Hedges, Providence, R. I., on August 18th, a fine eleven-pound girl.

BORN.—To Bro. and Mrs. J. E. Murray, at Altamont, Kan., September 1st, a ten-pound O. R. T. girl.

BORN.—To Bros. and Mrs. O. G. McCarty, of Dallas, Tex., a fine eleven-pound O. R. T. boy, September 2, 1900.

BORN.—To Bro. and Mrs. E. H. Scott, of Lemon City, Fla., September 7, 1900, a fine O. R. T. girl, all doing nicely.

MARRIED.—Miss Musetta Woolley, of Lakewood, N. J., and Brother S. D. Layer, of Red Bank, N. J., were united in marriage, September 19, 1900. The telegraph fraternity extend congratulations.

MARRIED.—At Fincastle, Va., September 5, 1900, Bro. V. T. Hunter to Miss Anna Flaherty. Bro. Hunter is a member of Chesapeake & Ohio Railway System, Division No. 40. The happy couple have the felicitations of the fraternity.

MARRIED.—At the home of the bride in Georgetown, Del., Wednesday, September 12th Bro. A. L. Hudson to Miss Bartie Ellen Chipley. Bro. Hudson is employed as tower man by the N. Y. N. H. & H. Railroad, at Providence, R. I., to which city he took his bride immediately after the ceremony.

MARRIED.—Bro. Charles Manseau and Miss Bourbonniere were united in bonds of matrimony on September 11th. Bro. Manseau is a member of Levis, Que., Division No. 64. The bride is one of Grantham's fairest young ladies. The happy couple

have the best wishes of the telegraph fraternity.

MARRIED.—At the home of Mr. O. C. Smith, Manager O. S. L., General Office, Salt Lake City, on Thursday, September 20th, Bro. O. J. Langston, of the same office, and Miss Effie B. Smith daughter of Mr. F. C. Smith, Agent at Glenns Ferry, Idaho. The happy couple have the best wishes of the telegraph fraternity.

MARRIED.—Bro. A. W. Cue and Miss Stella A. Duer, of Kahoka, Mo., were united in matrimony, September 19, 1900. The ceremony was performed at Keokuk, Ia. Bro. Cue is day tower operator for the A. T. & S. F. Railway, at Medill, Mo. Miss Duer was one of Kahoka's leading belles. The fraternity unite in congratulating the happy couple.

MARRIED.—Bro. Clifford H. Thomas and Miss Mable R. Million were united in marriage at Ashland, Ore., recently. The happy couple left for a trip to the Northwest, and will be at home in Ashland, after October 15th. The bride is a young lady of many accomplishments, and is greatly admired among a large circle of friends. The groom is copy operator for the Southern Pacific at Ashland. Congratulations.

It is reported that Brother E. N. Traylor, of Southern Pacific System Division, No. 53, was drowned with his family during the terrible storm of September 8th. He was located at Texas City Junction, Tex.

DIED.—On September 4, 1900, George Noel Sansregret, the seventeen-year-old son of Bro. Z. Sansregret, of Canadian Pacific Railway, Division No. 7, located at Point Fortune, Que. The condolences of the fraternity are extended to the bereaved parents.

DIED.—At the parental home on Locust street, Conemaugh, Tuesday, August 14,

1900, at 1.50 p. m., of stomach trouble, George Stanton, son of Bro. Richard F. and Pearl Berkebile, aged five months. Bro. and Mrs. Berkebile have the sympathy of the entire fraternity in their sad bereavement.

DIED.—Bro. Albert C. Eidson, of Division No. 77, at St. Luke's Hospital, Denver, Col., September 25, 1900, death resulting



ALBERT G. EIDSON.

from being accidentally struck in the forehead by a hammer while watching a contest at a picnic near Boulder, Col., September 2d.

Bro. Eidson was agent for the Colorado & Southern, at Marshall, Col., and was General Chairman on that line. By his upright and gentlemanly demeanor he had gained the confidence of both the telegraphers and officials of that line, and was accomplishing excellent results for the telegraphers.

Previous to his locating in Colorado, Bro. Eidson was General Chairman of the Kansas City, Pittsburg & Gulf, which road he organized, and at great personal sacrifice and expense, secured for the men on that line, an excellent schedule. Later on

he was General Chairman on the Missouri, Kansas & Texas, and did good work in reorganizing the telegraphers on that line. His death is a great loss to all telegraphers, and particularly those in Colorado.

Bro. Eidson's wife, mother and brother-in-law were present at his bedside when he passed away. The remains were taken to his old home, Harrisonville, Mo., for interment.

Information wanted in regard to John Ryan, formerly of Linden, N. J. John, if you see this, write J. D. Weayman, Croydon, Pa.

WANTED.—Present address of G. H. Beck and J. A. Stimpson. R. D. Matthews, Box 93, Bellingham, Mass.

WANTED.—Present address of G. H. Julian, formerly with the Baltimore & Ohio in Pittsburg. Gus McAneny, Smithton, Pa.

WANTED.—Present address of W. D. Kirby, last heard from on the Kansas City Southern Railway; started West in June last. W. H. Curtis, care of Rio Grande Western Railway, Tucker, Utah.

Any one knowing the whereabouts of R. E. Nicholson, formerly of Quincy, Ill., last heard from in Galveston, Tex., on August 19th, will confer a great favor by writing G. M. Long, Hannibal, Mo. His mother very anxious about him.

WANTED.—Present address of Wm. Herbert Johnson, a telegrapher who was at one time employed by the Union Pacific Railroad. Supposed to be in St. Louis or vicinity. H. B. Perham, Secretary and Treasurer, St. Louis, Mo.

WANTED.—Present address of John Hawley, florid complexion, thumb off right hand; is an old conductor, brakeman and switchman. Any information will be thankfully received by his son, Lee Hawley, General Delivery, Denver, Col.

Mr. S. B. Grimshaw, who for some time past has been Chief Clerk to the General Superintendent of the Denver & Rio Grande Railroad, has been appointed Chief Clerk to the new General Manager, Mr. J. G. Metcalf. The telegraphers of the D. & R. G. take a special interest in the welfare of Mr. Grimshaw, and are highly pleased to see him moving forward.

MISCELLANY

THE RISE AND GROWTH OF WEALTH.

BY E. BENJ. ANDREWS, LL. D.

EVERYONE can remember very many changes in the wealth-making habits and conditions of the people among whom he has lived. We have seen in our day various forms of business which were unities ten or fifteen years since, broken up into several each, and we have seen the reverse process gone through in a greater number of cases, a hundred or a thousand separate firms gathered into a monster corporation or a trust. Many readers can recall the time when there were no, or few, traveling salesmen, though Plutarch cites Demosthenes to the effect that there were such at Athens. The trust is lessening again the numbers of traveling men. The telephone has shaken the old economic course of things, as did the railway and the telegraph each in its day. In the vicinities of cities it has rendered less necessary large retail stocks of goods, and has thus, perhaps, contributed to the fall of prices in recent years.

Did you ever think why the "India wharf" of Boston was so named or notice that few if any ships from India touch it now? The China trade, the India trade in their old form as carried on by great houses like Olyphant's in London, and A. A. Low & Brothers, of New York, are things of the past. Steamships, ocean cables, Pacific railways and the Suez canal have destroyed them. The state of those distant markets is reported in Chicago, New York, and

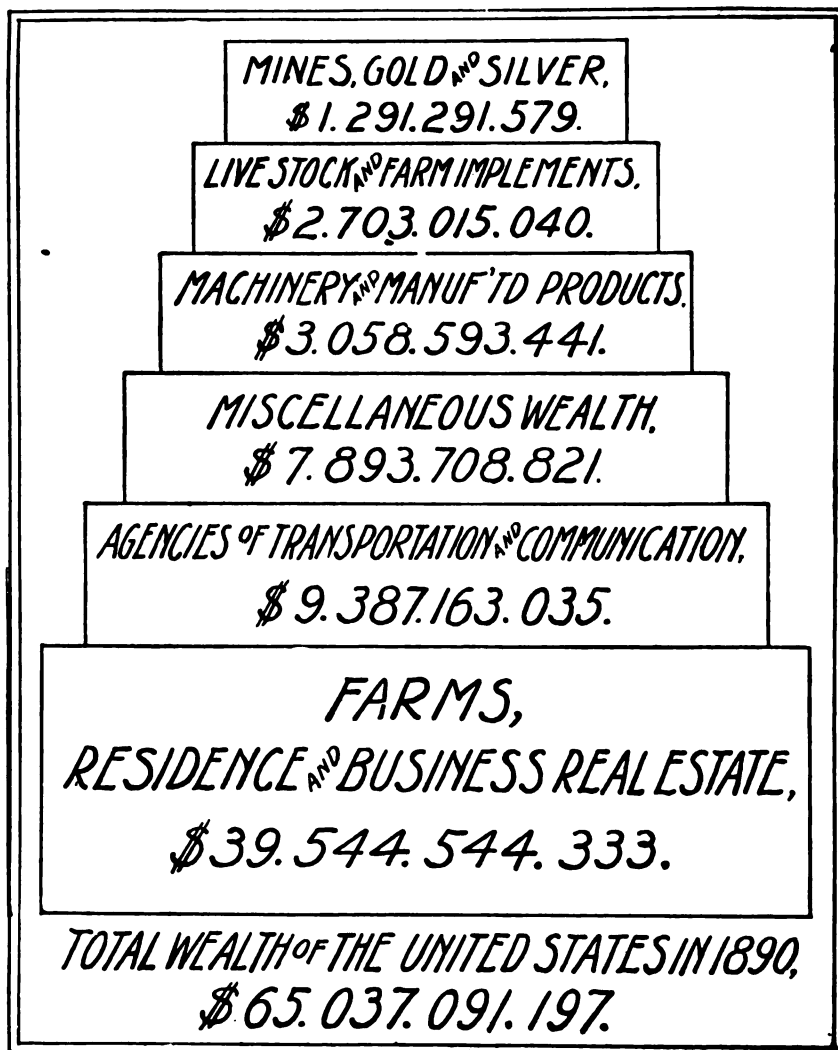
other great commercial centers daily, if not hourly, and an American firm, to trade thither, no longer needs a special establishment there, its own ships or a vast capital, all of which Messrs. Low and the other India merchants of their day found indispensable.

More differences than many suspect prevail in modes of business between somewhat contiguous sections at the same time. In New England and New York the bulk of the retail trade is for cash, and credit, when allowed and accepted, runs three months. It is said that in Louisiana not more than 15 per cent of the business, wholesale or retail, is for cash, and that credit averages to run a year.

Time naturally effects as great differences as space. The occasion of these need not be inventions or the slow onward movement of general civilization. Sometimes it is a great personality. Alexander Hamilton, as Webster remarked, raised the public credit of the United States from the dead. Bismarck not only created the German empire; he created a great foreign commerce for it. Colbert did the same for France. It was an epoch in the history of Rome and of the world when Emperor Justinian, the first ruler in all antiquity to busy himself with economic matters, introduced silk culture into Europe from China. To him also Europe owes a great thought usually supposed to have come up first in the crusades, that, namely, of the value of trade with Asia; for it was a favorite element of his policy not only to protect commerce in general, but, by negotiation with Abyssinia and Sogdiana, to open for it the

Red sea route to the east, independent of Persia. Even he was not the first to see the value of that route. Pharaoh Necho II, who ruled Egypt from 610 to 594 B. C., caused Phoenician sailors to sail all the way round Africa, and actually began con-

such vast expenditures of labor and capital presuppose the existence of much wealth and of organized society. According to Herodotus, it took 100,000 men ten years simply to construct the causeway by which the stone for the Cheops pyramid was



WEALTH OF THE UNITED STATES IN 1890.

structing a canal from the Nile to the Red sea.

By what methods the Egyptian people got their living the hieroglyphics reveal full well. Though no engineer can tell us just how the pyramids were put up, of course

transported from the quarries to the Nile boats. The labor was doubtless slave labor, but the slaves had to be fed. Moreover, as we shall see, slavery does not arise till a considerable degree of civilization has been reached. The Cheops pyramid has a

base length of 746 feet; its height is 450 feet. For the Chafren pyramid, these di-



W. L. WEBSTER,
Local Secretary and Treasurer and Representative Knoxville, Tenn., Div. No. 10.

mensions are, respectively, $690\frac{3}{4}$ and $447\frac{1}{2}$. Both piles must have originally been much larger.

Tablets from King Snefrou's time, not later than 2800 B. C. and probably much earlier, show us art wonderfully advanced and civilization in general completely organized, with a physiognomy thoroughly its own and marks of a long past. Drawing, sculpture and architecture already in some features approached final perfection. Under dynasty XII the practical arts and sciences were in splendid bloom. Men weaved, made pottery, blew glass, and worked gold.

Of the industrial affairs of Nineveh and Babylon, the bricks of these ruined capitals give even a completer account. Like Egypt, Babylonia had an elaborate system of irrigation canals. Weaving, ironworking and most of the other forms of skilled labor were common. Commerce thrived. Babylon was a city of merchants. Phœnician sails whitened the Persian gulf, the Red sea, the Mediterranean, and even the Atlantic coasts of Africa and Europe. Tin from Cornwall and the Scilly Islands was

exchanged for the gold of Ophir and the silks of India. Immense caravans for inland commerce connected the Mediterranean with the Euphrates and Tigris, and these with the Indus and with China. All along the route between China and northern Persia and westward south of the Caspian and Black seas, even far into Europe, have been found antique specimens of jadestone, which must have come in prehistoric times from China or Burmah, where are the only mines of this stone in the world. The old Persians were the first to use a postal system. They also telegraphed by signs, and had topographical maps and splendid roads with sign posts and wayside inns. The oldest bridge of which we have any knowledge spanned the Euphrates at Babylon.

From the Emperor Diocletian's edict of A. D. 301, setting the maximum prices to be accepted for wine, oil, salt, honey, butchers' meat, clothing, fish, vegetables, fruit, wages, schoolmasters and advocates' fees, boots and shoes, harnesses, timber, and nearly every other article or service traf-



A. C. BUSHAW,
Local Secretary and Treasurer and Representative C., H. & D. System, Div. No. 21.

ficked in at that age of the world one learns with very satisfactory fullness what human industry meant at the opening of the fourth century of our era. We have no history of

the mound builders, whose massive and curious works confront us in so many parts



C. E. STICKLEY,
Representative A., T. & S. F. System,
Division No. 23.

of the United States. But that mysterious people must have had a history. The wealth and public order which the mounds presuppose could not have originated in a decade nor yet in a century.

By the aid of historical notices like the above, scholars are enabled to make out, with a good degree of accuracy, the course which mankind's wealth-making life has followed. The face and to a greater or less extent the heart of every people's economic life have been changing from decade to decade, and from year to year. Only the isolated changes named are almost insignificant compared with many which history presents. These silent economic revolutions, greater or smaller, have always been going on. The economic state of affairs around us to-day bears very little resemblance to that of remote time. It is the growth of ages, the product of an indefinitely long historical evolution, now direct and rapid, again curvilinear and slow, sometimes for years even retrograde.

About the economic circumstances of primeval men or his condition in any re-

spect we know and can know but little. What information we do gather goes to indicate that he was low down, with habits of life not unlike those of the brutes. He was the slave of Nature, living literally from hand to mouth. Ritter beautifully names animals man's older brothers. Their life was at first also his. Mining and incipient manufacturing, village life and rude government may have antedated man's moral life, so belonging to man's natural history, not to history as usually and properly understood. Races are still present on earth that have not by any means bidden farewell to that half-brute estate, while others, once equally rude, have achieved enormous advance.

As a rule which has few, if any, exceptions, this progress comprises terraces, so to speak, which we may specify as the hunting and fishing stage, the pastoral or nomadic stage, the agricultural stage, the manufacturing and commercial stage, the credit and industrial liberty stage, and the stage of massed industries and central control.



W. H. BOSTON,
Representative A., T. & S. F. System,
Division No. 23.

These steps in the upward march are not always clearly defined, nor can we at every

turn point out stringent laws determining their order. While the fishing and hunting



J. H. SMITH,
Representative Can. Pac. R. R. Sys., Div. No. 7.

industry seems everywhere to have characterized primitive economics, some tribes, like the American Indians, apparently passed from these occupations directly to agriculture, without ever having borne the pastoral character. We also find men of the old stone age, who were hunters and fishers, graduating into the culture of the new stone age, which was agricultural, with no nomadic interim. Again, hunters in transition out of that manner of life not infrequently domesticate animals, or till the land a little, or both. These just enumerated are, however, the great economic types, and they may be witnessed to-day in different portions of the earth, in spite of the fact that contact with civilization has nearly everywhere modified each of these more or less.—*Copyright, E. Benj. Andrews, 1900.*

PROF. PUPIN'S DISCOVERY.

PROF. M. I. PUPIN'S discovery to increase the capacity of long-distance transmission, of which the scientific world has had so much to say lately, consists of nothing more than a

series of simple coils of wire, to be inserted at intervals of eight to a mile under the sheath of the cable. This for the ocean telephone line.

For the land wire it will be necessary merely to connect the coils in circuit on telegraph poles at intervals of a mile apart. And these little coils, which you might almost make by twisting a single strand of wire around your finger, will bring the furthestmost ends of the earth together, it is claimed, in neighborly converse; will cheapen the cost of all telegraphic and telephonic communication.

Most people suppose that electricity travels with the speed of light. The text books say it does, and it is a favorite illustration with lecturers. But it is so only under certain conditions. There are other conditions, as in an Atlantic cable, for instance, where electricity takes quite an appreciable time to pass from one point to another.

If the man at the key on this side of the ocean sends a signal across, there is no manifestation immediately at the other



F. B. HUNT, JR.,
Representative A., T. & S. F. R. R. System,
Division No. 23.

end. The current flows in and fills up not only the long wire, but also the gutta

percha covering, which has to become saturated with a certain amount before



JOHN F. FULTON,
Representative N. Y., N. H. & H. R. R.
System, Division No. 80. Otherwise
"Yures thruly Mr. Gilhooley."

there is any current apparent at the other end. In other words, the cable may be likened to a bucket of water, and it must be filled completely before any current will run over. The same slow process must be gone through before the cable can be emptied and another signal sent through it. Hence the speed of cable transmission is a very limited number of words a minute.

Every one knows that electricity travels in waves, and when you speak into a telephone receiver your voice sets the diaphragm going at a rate fast enough to send thousands of electric waves over the wire in a second. In other words, the wire is charged and discharged rapidly thousands of times a second. On comparatively short wires this is quite possible, but on long lines, and particularly on heavily insulated cable lines, these rapid pulsations would not become apparent at the other end except as a wild jumble. Since the cable refuses to allow any current to leak out of the other end until every part of it

is slowly saturated, it is easy to see how the innumerable electric pulsations inspired by the voice would mingle and jumble and mix up indiscriminately in the cable and its covering, and how those which reached Europe, for instance, would have lost all specific character. The phenomenon is due to the "capacity" of the cable.

Now, it was also known to electricians that "capacity" could, under ordinary circumstances, be neutralized by what is known as a "choke coil." This is a simple coil of wire, which, when placed in circuit with any device which generated "capacity" (say a condenser), had the effect of rendering that capacity nil and allowing the current to flow on as before. Knowing this law and recognizing the cable as a huge condenser, some one put a "choke coil" in circuit with the cable. The effect, however, was worse than before. The jumble was greater near the choke coil. No one could understand it.

Prof. Pulpin thought the law might not have been interpreted aright. He caused to be set up in Columbia College an artifi-



T. W. BARRON,
Representative Mo. Pac. Ry. Sys., Div. No. 31.

cial telephone line 250 miles long, and he made all kinds of applications with "choke

coils" to see if there might be some special way of applying them so as to attain the desired object.

After a stupendous amount of work, Prof. Pupin decided that on a submarine cable it would be necessary to insert eight coils to the mile in order that speech could be transmitted from New York to Europe. Whereas, on land telegraph lines, one coil to the mile would be sufficient.

ing of all cable telegraphing.—*Telegraph Age*.

T. B. MACMAHON.

IN *Saxby's Travelers' Magazine* for September we find the following gentle roast on an old friend of the O. R. T., accompanied by a fine half-tone portrait, which unfortunately cannot be reproduced:



BRO. A. C. WILSON, AT HOME,
Representative M. K. & T. System, Division No. 22.

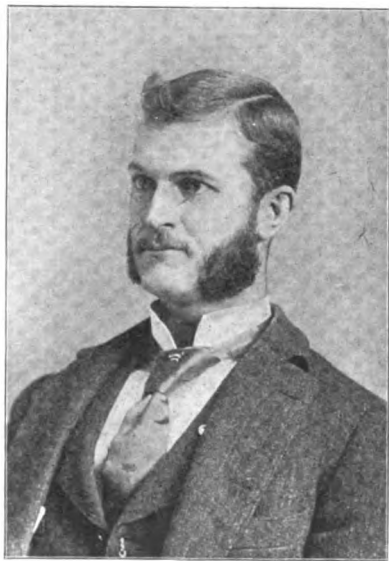
Of course, the laying of a submarine cable with eight coils to the mile attached at regular distances apart within the sheathing would be a prodigious commercial undertaking, but not nearly as much as was the laying of the first Atlantic cable.

The advantage to be gained, aside from the long-sought triumph of talking across the ocean, would be the immense quicken-

I have run across a great many good fellows in my somewhat checkered career, but the greatest of the great lives in Detroit. As an entertainer, he is certainly without a peer. I should like to meet a man like him every day—provided my stomach would hold out. I publish his picture, so that you may recognize him when you go to the City of the Straits. I

trotted with him two days, and then left him in the care of George Burns.

Thomas Byron MacMahon was born in Saegertonn, Pa., March 24, 1868. At the age of twelve years he had received a common school education, then afterward graduated from the Commercial College, Meadville, Pa., and entered the employ of the Erie Railway in 1882 as telegraph operator, during which time he was Secretary and Treasurer of the Meadville Division, No. 71, Order Railroad Telegra-



W. F. MCCULLOUGH,
Representative Mo. Pac. Ry. System, Division
No. 31.

phers. He was always elected delegate to the annual convention. He was assistant agent of the Baltimore & Ohio Railroad at Washington, 1888; telegrapher in the Oil Exchange, Pittsburgh, during the Johnstown flood in 1889, and his articles describing that catastrophe attracted attention in the Eastern papers. In 1890 he became chief operator for Demary, Heintz & Lyman, stock brokers, Buffalo. He was six times unanimously elected chief of Buffalo Division, 163. Order Railway Telegraphers. He is well known among railroad fraternities,

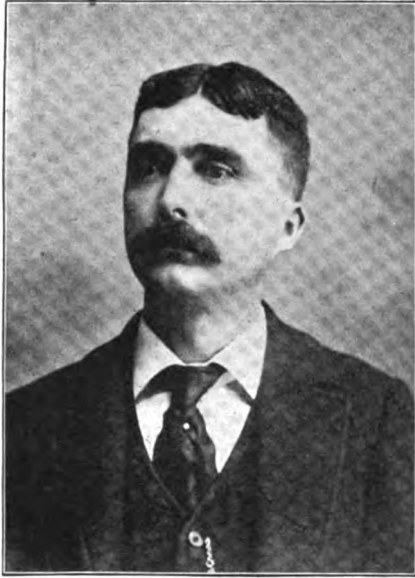
and is often called on to preside over federation meetings of the different organizations when a high old time is particularly needed. He was mainly instrumental in causing the retention of the three Platoon system in the Buffalo police department, and his efforts were rewarded by a gift of a handsome testimonial from the patrolmen. He has been manager for Demary, Heintz & Lyman in Detroit for the past five years. He entered the Detroit College of Law in 1897, and was three times elected President of his class. He is a member of the Bar Library, Detroit Club, the Y. M. C. A., Wonderland Theater Ballet, D. A. C., Harmonie, Huron Point Fishing Club and other organizations. He is now studying for the ministry.

INCREASED STABILITY MEANS SURER VICTORY.

WITHOUT question, the present era finds the wage-earners of our country more generally organized than ever before, and also finds those organizations upon a higher and better plane than at any previous period.

One of the greatest difficulties with which the workers have always had to contend, and which has always been a great source of uncertainty and consequent weakness, was the occurrence of alternating periods of integration and disintegration. Almost as surely as the oscillation of the pendulum, there would be a great growth in the membership of the unions, and then just as surely would an era of decline set in. These recurring periods of decline brought with them the most trying ordeals for the workers. Rapid growth impressed the unions with a belief in their power which they did not really possess, and led them to leap for results which they were only in walking condition to obtain. Defeat invariably followed such rash attempts, and brought on discouragement, leaving an impression on vast numbers of workers that they were

absolutely impotent to protect themselves from tyrannical treatment or the grasping greed of employers.



J. C. BOGGS,

Representative Mo. Pac. Ry. System, Division
No. 31.

The trade union, the natural outcome of the historic development of the working class, has organized the workers, and has instilled them with the consciousness of their interdependence, not only as members of some trade or calling, but as integral parts of the entire industrial collectivity, skilled and unskilled. Insisting as we do upon a clear demarcation between the unions of the several trades, yet standing for the solidarity of the workers in a broad and comprehensive federation, we assert that it is the recognition by the workers of the imperative necessity of this twofold unity of trade and class, together with the necessity of providing means by which successful trade contests may be fought, that is bringing about a greater degree of permanency in trade union organization and a standard

of stability destined to constantly increase with time.

This increasing permanency and stability of the trade union means the formation of a more enlightened public opinion concerning the laborers' wrongs which have been too long borne, and of the laborers' rights, of which they have been too long deprived. It means the elevation of the working class to a higher plane in economic, political, social and moral life. And it also means that the forward step of labor will no longer be followed by retreat.

It argues well for the abolition of these recurring periods of rapid growth and decline, that one after another of the more intelligent and disciplined unions are establishing adequate protective and benevolent funds upon a national basis, in order to retain their membership as far as possible unimpaired in the periodically recurring



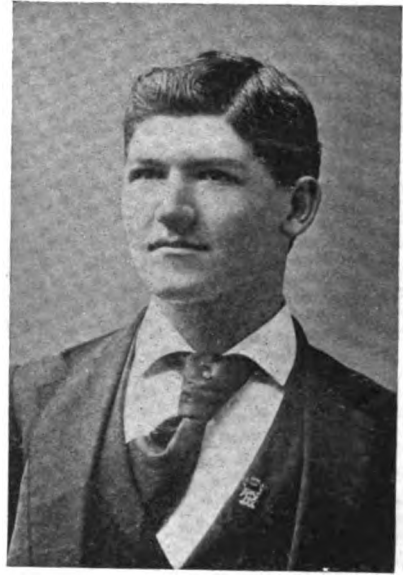
J. H. O'HEBERT,

Representative Levis. Que., System, Division
No. 64.

dark days of industrial adversity and stagnation.—*American Federationist*.



J. J. DUNN,
Representative Canadian Pacific Ry. System,
Division No. 7.



O. A. FAUST,
Representative Columbus, O., Division No. 38.



S. J. KELLEY,
Representative Northern Pacific Ry. System
Division No. 54.



J. C. MILLER,
Local Sec'y and Treas., and Representative
Boston & Maine R. R. System,
Division No. 59.

FRENCH RAILROADERS' WORK AND REST.

AN IMPORTANT modification in the working of French railways is to be effected within the next month. M. Baudin, Minister of Public Works, has signed two decrees regulating the hours of employment and rest of certain categories of railway servants. The object is to secure them an average working day of not more than ten hours and a daily period of rest of not less than ten hours. The first and most important class concerned is

The second decree refers to the work of guards, conductors and brakemen. The provisions differ chiefly in their method of application. While the length of the average working day and the period of rest is fixed at ten hours also, in their case the average is calculated over a period of fifteen days instead of only ten. The whole holiday, too, is only once a fortnight. For the present no penalties appear to be imposed upon the companies for infraction of the various articles of the order. They are merely required to notify the State



W. V. POWELL, President.

composed of engine drivers and firemen. In their case any ten consecutive days, counting from midnight to midnight, must not contain more than 100 hours of "effective labor," or less than 100 hours of rest, or "grand repos," as it is officially called. Each period of work must be comprised between two complete rests, separated by an interval of seventeen hours at most, and must not contain more than twelve hours of effective labor. A holiday of twenty-four hours is provided for every ten days on an average, but the interval between two consecutive holidays is not allowed to exceed twenty days.

authorities monthly of any extra time they may have found it necessary to work their servants "in consequence of unforeseen or accidental circumstances."

SECRECY IN WIRELESS TELEGRAPHY.

THE difficulty of sending messages by wireless telegraphy which shall not be legible by the whole world seems to have been solved by a most ingenious device presented by M. Tommasi to the Academie des Sciences, says the *Pall Mall Gazette*. He uses at the sending sta-

tion not one, but two transmitters. One of these transmits the real dispatch by the usual code, while the other sends only a series of meaningless dots and dashes produced by a mechanical process. The range of this last transmitter is kept always rather less than the other, so that at the receiving station only the code signals will be received. If, however, an attempt be made to intercept the signals by means of a receiver interposed between the sending and receiving stations, both the real message and the meaningless clicks will appear together, with the result that the messages

A MARVELOUS ESCAPE.



ONE OF the strangest accidents in my experience," said a boiler expert, "occurred a few years ago at a small sawmill town over in Texas. They had a narrow gauge road on which logs were hauled by a pony locomotive. One day the two forward wheels of the little machine jumped the track, and the crew of seven men went out to jack it into place. As the engine stood it had a cant forward, which threw all the water in the boiler to the front end, and, as there was a lively fire in the box, it soon got the



H. B. PERHAM, Secretary and Treasurer.

will be utterly unintelligible. This must be almost as irritating to the would be "tapper" as Lord Wolseley's plan of splicing a piece of blind wire (that is, insulating material with no metallic core) at intervals between the posts of an enemy's telegraph. He says this is much more effective than the ordinary plan of cutting the wire merely, because in that case when he recovers the line the enemy knows where the break is and has only to repair it. By his plan the owner of the line has to test from post to post to discover and eliminate the obstruction.

other end red hot. This trifling circumstance was overlooked by the crew, who proceeded calmly with the jacking, six of them working at the sides and one lying flat on his stomach under the rear trucks.

"As the engine slowly assumed a horizontal position the water ran back to the red-hot portion, and bang! the whole thing disappeared in space. They were distributed in small sections over at least ten acres, and there wasn't enough left of either engine or crew to make a respectable showing. While the disintegration was in progress the man who had been lying flat

on his stomach was experiencing the surprise of his life. He had heard a hideous



M. M. DOLPHIN, First Vice-President.

clap of thunder, and when he looked up, lo and behold! he was all by his lonely. His comrades and the pony locomotive, which was but just then standing over his back, had vanished like a dream. All that was left was the landscape. He was wholly unhurt."—*Los Angeles Times*.

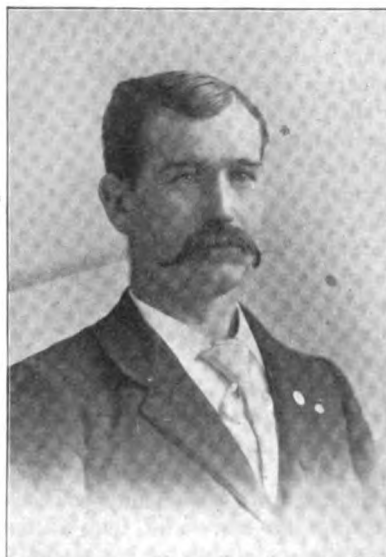
EARLIEST STRIKE KNOWN.

IT IS often asserted that the labor strike as such does not date back further than Capt. Boycott, in the early part of this century. As a matter of fact, the earliest strike dates back to about 1450 B. C., or upwards of thirty-three centuries ago. Pharaoh was building a new Temple of Thebes. The masons received very little cash, but a quantity of provisions which the contractor thought sufficient was handed to them on the first of each month. Sufficient or not, they mostly ate it before the time elapsed. On one occasion many of them had nothing left quite early in the month, so they marched to the contractor's house, before which they squatted and refused to budge until justice was done. The contractor persuaded them to lay their distress before Pharaoh, who was about to visit the works, and he gave

them a handsome supply of corn, and so all went on well for that month. But the same state of things recurred by the middle of the next, and for some days the men struck work. Various conferences took place, but the men declined to do a stroke until they were given another supply of food. They declared the clerks cheated them, used false weights, and so forth, familiar enough complaints in this country, under the truck system. The contractor not complying with their demands, they marched to the governor of the city, to lay their grievances before him, and he tried to get them to return to work by smooth words, but that was no use, and they insisted on having food. At last, to get rid of them, he drew up an order for corn on the public granary, and the strike was at an end.—*Collier's Weekly*.

A THRILLING FIVE MINUTES.

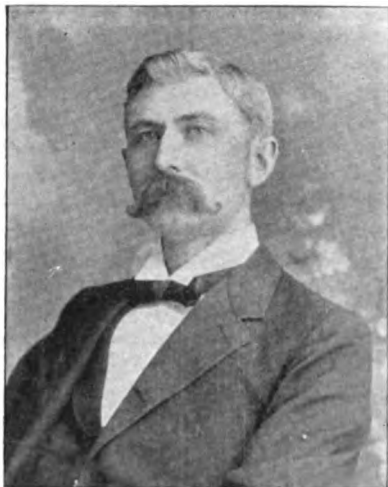
FRANK CUSACK was the night operator—or, in the language of the railroad fraternity, he was "sitting in" at night—at Solitaire, a derelict railroad penetrating through the wilds and



A. O. SINKS, Member Board of Directors.

barrenness of New Mexico. Between the enchanting music of the swaying wires and

the piteous wail of a hungry coyote, the operator was indeed resigned to a tem-



F. J. REYNOLDS, Member Board of Directors.

porary life of occupation not of a most joyful kind.

Cusack had chosen this modest calling in life for an indefinite period, as impaired health necessitated his present surroundings. Being by profession a newspaper writer of exceptionally brilliant qualifications, he was also in conjunction a telegrapher of no mean ability. Having been detailed on special work during the American-Spanish war for several big Eastern dailies and incidentally for a few influential journals in Europe, he was assigned to Cuba, and told to cover any important piece of news that might come under his observation during operations on the island and along its coasts.

Later, the enterprising and successful correspondent was assigned to Admiral Sampson's flying squadron, and was with that celebrated array of fighting ships during all their maneuverings. It is needless to say that he did splendid work for his employers, and his faculty in not only securing the best news, but his untiring efforts in getting the matter to the States, were something remarkable. In appreciation of his worth and capabilities—and about that time things were resuming tranquility again—Cusack was released

only to be transferred to Manila as a special commissioner. His expenses were unlimited, and his services became generally in demand. Magazines and prominent papers throughout the country offered him excellent compensation for any material in the way of news that he might furnish them.

While in the land of the Filipinos and rice fields, the much-sought-for newspaper man again distinguished himself as one of the ablest of news-getting writers in the field. But there came a relapse, for the hard usage and rough life of that unbroken territory and the obstacles to encounter, together with the unhealthy climate, were too much for Cusack's overtaxed energy and physical endurance. So the clever correspondent found himself lagging, and becoming weak in health and strength.

An army surgeon in one of the various regiments in the islands advised the overworked journalist to return at once to the United States, seek absolute quiet and rest for some months, and if possible get located somewhere in New Mexico, where the climate is always congenial and the air is light and dry. The scribe at once began preparations for his return to the



D. G. RAMSAY, Junior Past President.

States, acting on the physician's suggestion, and was soon on his way to America.

While undergoing his long journey on the homeward bound steamer the recuperating writer conceived the idea of bringing some influence to bear on one of the officials of a railroad that moved through New Mexico. He could serve them as a telegraph operator for a consideration. Of course he would perhaps be somewhat

So soliloquized the exuberant Cusack. Yes he must arrange to get placed out in one of those stations far from the whirl and turmoil of a big city, away from the glare of electric lights and the jingle of car bells.

Cusack's wishes were gratified on his return, and we now find the brilliant jour-

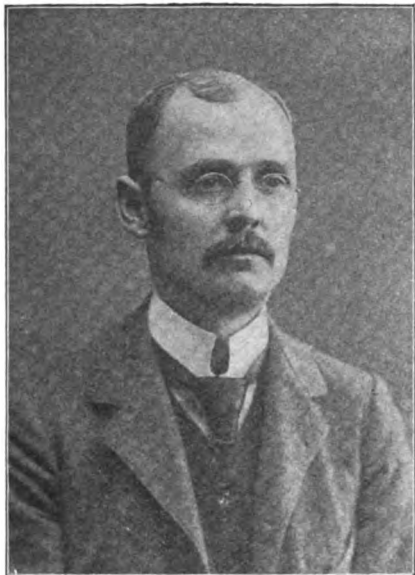


T. M. PIERSON,
Representative I. & G. N. Railway System, Division No. 25.

rusty, as he had not touched a key for many years, but he could get his hand in good shape after a few days' practice. The salary end of the job would cut absolutely no figure, his only object being to follow out the doctor's instructions, and don't you know, there is something fascinating about telegraphing on a railroad.

nalist in a new role at Solitaire. His duties as operator were exceedingly light, there being but two trains by his station at night. One of these was the mail train, and the other was No. 22, the regular passenger. The most tedious part of the night man's duty was to get what few letters came, if any, for the handful of in-

habitants that made up the population of "So."



S. W. HILLER,
Representative Philadelphia, Pa., Division No. 4.

One night as the owl operator was sitting in his dingy office gazing unconsciously into the desert space, with his thoughts wrapped in a deep reverie, he was unceremoniously interrupted by the shrill sound of the locomotive whistle of the mail train.

Going out of the office he awaited the arrival of the fast approaching train.

Presently the ponderous engine hove in sight like something extinct arising from the depths of the desolate desert. As the train came to a standstill the mail clerk handed the lightning twister two letters, and the monster was off again, dancing across the barren plain.

Cusack wondered who the fortunate ones were this time, as he wended his way into the railroad station. It was a sort of a godsend to receive a letter down in that part of the earth, where junebugs, tarantulas, snakes and other playful things harmonized together.

As he entered the office and surveyed the addresses on the envelopes with the aid of his musty office lamp, he was a bit

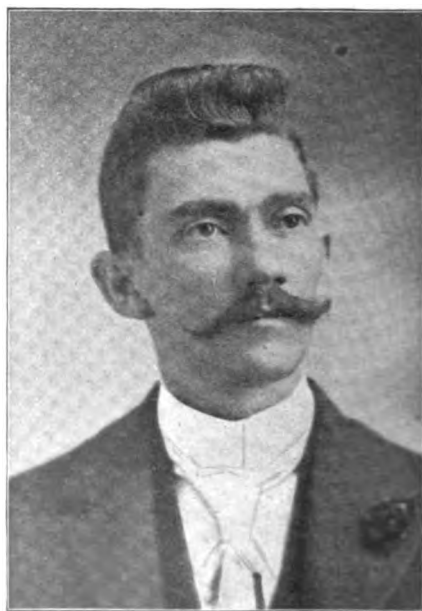
surprised to find himself the recipient of one of the missives.

There was a letter for John, the section foreman, and one for himself. The latter was postmarked San Francisco.

Cusack impatiently tore open the envelope, his mind in a state of surprise and expectancy. On spreading the open letter before him he hastily glanced first at the signature, so anxious was he of ascertaining the name of the sender. On sight of the writer's name the knight of the key manifested an air of wonderment, then sat back puzzled in his chair and heaved a sigh of relief.

The letter was from Jim Tyler, his old university chum whom he had not seen or heard from in twelve years. He had heard rumors on several occasions that he was dead, and from other sources had heard that he was one of the liveliest and ablest attorneys in a Washington town.

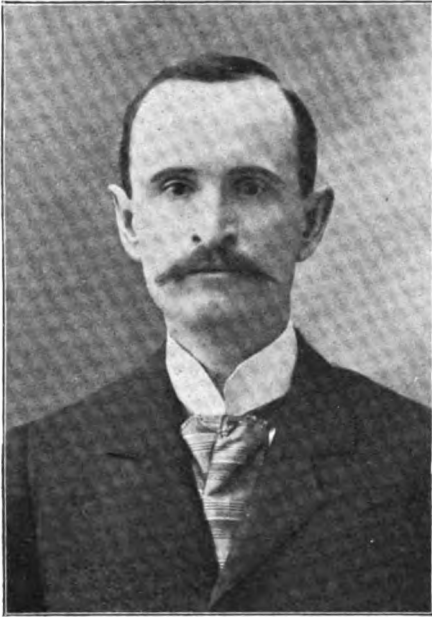
He and Jim had studied together in the good old college days, and even then he



L. D. MCCOY,
Local Secretary and Treasurer and Representative M., K. & T. Ry. Syst., Div. No. 22.

was aspiring to legal honors. Blackstone! Cusack honestly believed he would take

the book to church services with him. Ah, those days! Jim and he had also courted



L. N. PARSONS,
Representative Niagara Falls, Ont., Div. No. 16.

pretty Lou Worrelton, of University town, but Jim won out. Cusack was slow in those days. Jim pressed his suit and charming little Lou became Mrs. Tyler.

Cusack bore his defeat manfully enough, but felt crushed and benumbed, for he often confessed to himself that he loved little Lou devotedly. He gave way to painful musings, wondering if she was still among the living, and if she was well and happy.

Then he began perusing the contents of the unexpected missive and read the following:

San Francisco, Cal.

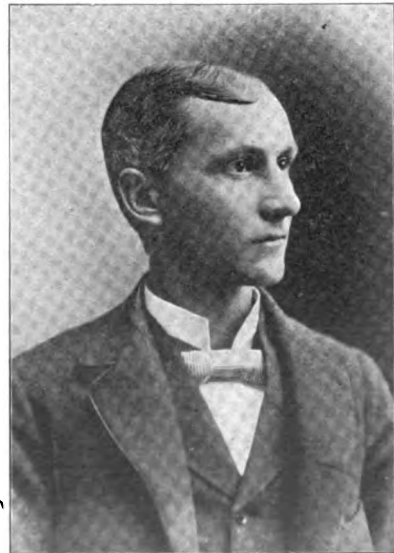
My Dear Frank:—This letter will undoubtedly be read by you with much surprise, coming as it does from one you have no doubt believed dead these many years. Briefly, I am not dead, but I dare say I am apparently not far from it. When President McKinley exhausted all diplomatic relations and proud Spain threw down the gauntlet, I was handling an extensive law business in the State of

Washington, and was enjoying a lavish income therefrom.

At this time the President was obliged to call upon the flower of America's sons to bear arms for the United States, and if necessary to die for the country's cause. I became inspired with the patriotism of my forefathers and responded promptly to the call. I was commissioned a first lieutenant of infantry.

Our regiment shortly thereafter was moved to Manila, and while in that country I saw much active service. During an advance on one of the insurgent strongholds, after a brisk firing on both sides, I was picked up dangerously wounded through the right lung. Tenderly and gently I was carried to the rear by my comrades, and subsequently was removed to the division hospital in Manila.

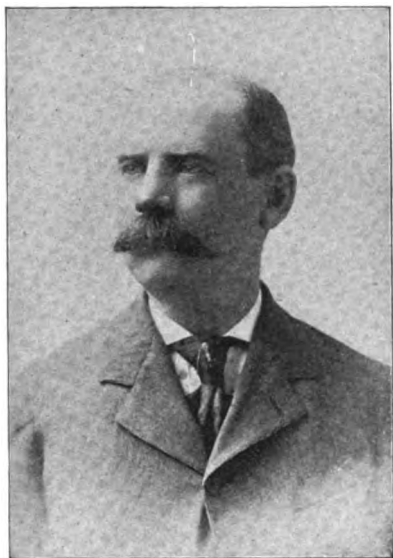
Thanks to the indefatigable and ceaseless efforts of our regimental surgeon I am now on the road to speedy recovery though physically weak. Major ———, the attending surgeon, advised me when



G. J. STEURER,
Local Secretary and Treasurer and Representative Belpre, Ohio, Div. No. 12.

sufficiently recuperated in strength to proceed to the United States, and then repair

to New Mexico and seek absolute quiet and rest.



JAMES B. FINNAN,
Local Secretary and Treasurer and Representative Baltimore, Md., Div. No. 17.

It was while in the hospital at Manila I was made acquainted with your exploits in your chosen field, and I assure you I was heartily glad to hear of your success and achievements. Dr. ——— also informed me of his personal friendship for you and he spoke commendingly of your abilities. He said it was his belief that you were somewhere in New Mexico, as such were your intentions on leaving Manila.

I departed from the Philippines some five weeks ago, and reached San Francisco yesterday. While here I learned of your whereabouts, hence this letter.

I am leaving here this evening for Solitaire to see you. Louise will meet me half way from the East, she having wired me to that effect. It will certainly be a great surprise to her when she is informed of our destination, and all the circumstances connected therewith. She often speaks of you kindly. Will telegraph you this evening on my departure and also the number of train I will be aboard of and when you may expect us. Have much to say in per-

son. Until then I am, as ever, your friend and former college chum.

JAMES S. TYLER,
First Lieut. First Washington, U. S. V.

As Cusack concluded reading his interesting and unlooked for letter he gazed solemnly out of his little office window, like one in an absent and complicated state of mind. The far retreating train that brought the good news to the hermit operator was now many miles away, and the blinking points of the receding red lights on the tail end were fast disappearing on the desert horizon.

The wearisome tick-tock of the office clock, the mournful dirge of the whistling wind, the weird and unknown chant of the swaying wires, and the incessant clicking of the telegraph instrument seemed to harmonize dismally with the perplexed and troubled frame of mind in which the operator was enveloped. The motionless telegraph man suddenly grasped the telegraph key and in a few minutes was nervously jotting down a telegraphic message.



C. A. BURTON,
Local Secretary and Treasurer and Representative Ft. Worth, Texas, Div. No. 19.

It was from Tyler, announcing his failure to telegraph on his departure through

absent-mindedness on his part, but that himself and wife were on 22 and should reach there at 2:30 that very night.



H. C. GARRISON,
Local President and Alternate Macon, Ga.,
Division No. 75.

Cusack was nonplussed. He closed the key, threw his feet upon the table, and gazed immediately at the clock. It was 10:30 p. m., and in exactly four hours' time they would be there, thought the operator as he sat back in his chair and remained fixed like one in immovable repose.

Jim Tyler and his estimable wife were coming on 22, and would arrive at 2:30 a. m. Ah, how would he greet Lou, and under such strange circumstances. While he held his friend Jim in the highest esteem, he must candidly confess that he loved his wife who was once his sweetheart. Shakespeare certainly uttered the truth when he said: "All the world's a stage; the men and women, merely players." Cusack thought he had played the melancholy part to perfection these many years.

How was he to entertain the visitors in this wilderness of territory? "Better to have loved and lost than never to have loved at all" is a most beautiful poetic ex-

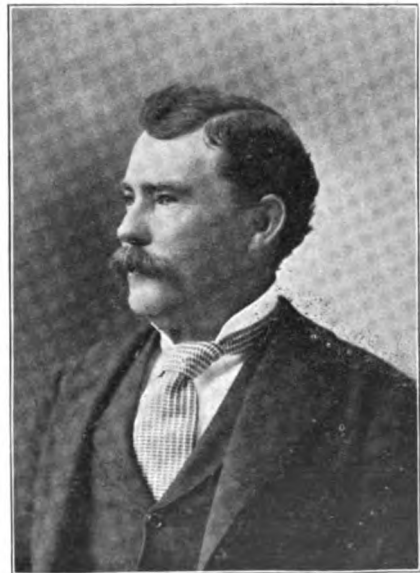
pression, but to those who have loved but once the sweetness of the words are indeed a hollow mockery. It must certainly be a strange meeting, this that was to come in a few short hours.

At this stage of his remorseful and unhappy reverie, Cusack's attention reverted to a startling message that was being clicked over the wire, which read as follows:

"Train 22 wrecked at bridge two miles east of Solitaire. Many passengers dead and dying. Train enveloped in flames. Rush wrecking outfit. Wire further particulars from Solitaire."

The conductor's name was signed to the thrilling message and the same was transmitted from the cross-arm of a telegraph pole by one of the brakemen, who was a telegrapher and was supplied with the necessary instrument.

It flashed across the startled mind of Cusack that Jim and Louise were aboard the ill-fated train, and that he must hasten to their rescue. No, he could not. This being the nearest station, much work



T. W. DUFFY,
Representative Macon, Ga., Division No. 75.

would fall to his lot. At this point the conductor and several frantic passengers

from the doomed train rushed madly into the dingy office.



C. W. COOK,
Representative A. T. & S. F. Ry. System,
Division No. 23.

The passengers were hurriedly writing telegrams, to be sent to their relatives and friends informing them of their safety. The conductor was excitedly filling out his report of the wreck, and the dispatcher was frantically calling Cusack over the wire. An air of painful solemnity, coupled with the trying circumstances, pervaded the place. During all the hubbub the night operator remained motionless and sat stoically in his chair, like one pinioned there, while his thoughts were wandering to the scene of the disaster and his mind picturing scenes of agonizing fancy. His brain was in a feverish whirl, and his features were of a ghastly ashen hue.

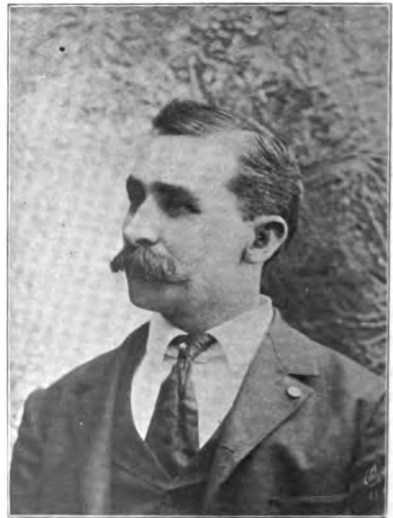
Without uttering a solitary word the Sphinx-like operator grabbed his lantern and rushed out into the night hatless, like an escaping maniac. Ahead of the fleeing and agitated knight of the key were visible the leaping, dancing and clacking flames issuing from the burning train and bridge. The dazzling, but ravishing sight half crazed the scurrying figure, and the effect intensified him into reaching the fatal spot at all hazards. He greatly accelerated his

wild speed, taking no heed of the inky darkness surrounding him or the unseemly obstacles he might encounter in his flight.

On he rushed wildly, like a pursued Apache, until in his maniacal haste he encountered a solid rock which hurled him headlong to the ground smashing his lantern and extinguishing the flame, his trusted guide.

The brilliancy of the heavens in the vicinity of the wreck, however, furnished sufficient light and the terrified man was but a quarter of a mile from the place. In a short space of time he reached the scene of sorrow and desolation, quite exhausted.

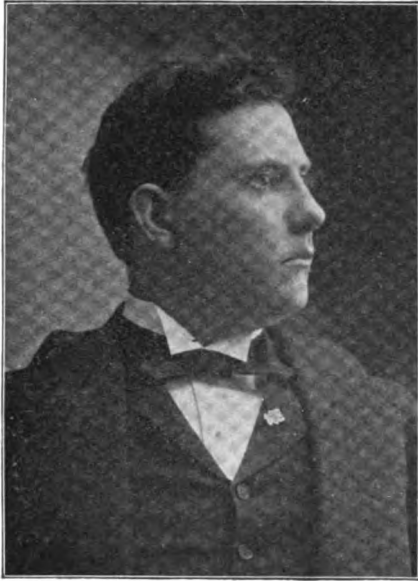
It was a pathetic sight that met his gaze. Women were rushing about half crazed from continued wailing and torture of soul, and ringing their hands in intense agony. Strong men jostled about, comforting the heart-broken passengers and assisting heroically in removing the dead and dying, bearing looks which manifested pain and emotion. The train crew rushed hurriedly about where needed and accomplished much good.



J. A. NEWMAN,
Local Secretary and Treasurer and Representative A. T. & S. F. Railway System, Division, No. 23.

The shrieks and wailing of those unfortunates pinioned beneath the burning and

overturned cars were indeed pitiable and heart-rending. Cusack set about with all



E. B. HILL,
Alternate M., K. & T. System, Division No. 22.

his strength, energy and force of manhood and was soon administering bravely to the wants of the suffering and consoling those who were fortunately spared from a torturing and lingering death. He was in evidence at all times. While the heroic telegrapher was performing his sad and sorrowful duties he was approached by a delicate young woman with tear-stained eyes and sobbing hysterically as though her heart would break. Her frail figure was trembling like an aspen leaf.

"Pardon me, sir. Am I addressing Mr. Cusack, from Solitaire?" sympathetically uttered the heart-broken young lady.

"That is my name," replied the operator.

"Perhaps you do not know me," exclaimed the sad voice. "I am Lou—I mean Mrs. Tyler, and for God's sake help me extricate Jim, who is among other unfortunate travelers, pinioned beneath the burning coach in the creek below the bridge."

Cusack for a moment remained oppressively silent and in the glare of the heartless and devouring flames he discerned the

worried and anxious features of his sweetheart of former years. It was, indeed, a strange and pathetic meeting.

With a bound the night operator reached the partly destroyed bridge, and there in the depths a soul-stirring spectacle greeted his eyes. Two passenger coaches, partly submerged by the dark water, were being licked up by the ravishing flames. It was some twelve feet from the rails to the bank below, and to descend to the place of suffering and death Cusack would be obliged to drop that distance. With quickness and agility the determined rescuer scaled the railing and was suspended in mid-air.

The piteous screams, moaning and anguish of those below was more than his sensitive nerves could withstand, so he released his hold and struck the bottom with a dull thud among debris and charred remains. He was like one stunned. Desperately pulling himself together and rubbing from his eyes the burning cinders,



P. D. HAMEL,
Local Secretary and Treasurer and Representative C. P. Ry. System, Div. No. 7.

he found himself sprawling on all fours on the office floor. His chair had given

way under him and he had fallen in a heap.



W. H. ALLISON,
General Chairman and Representative C. P.
Railway System, Division No. 7.

Staring half-frenziedly about him, the monotonous ticking of the clock attracted his attention. As his bulging and wandering eyes gazed upon the time piece, he noticed that it was exactly 10:35 p. m. He had been asleep just five minutes.

J. W. CONNORS.

LONG DISTANCE ELECTRIC RAILWAYS.

IT IS generally understood that the competition which has thus far arisen between steam and electric railways has been confined to electric street railways carrying passengers to and from the larger cities and their suburbs, says the *Railway and Engineering Review* of recent date. In fewer cases the development of street car service has been extended to interurban lines. Speaking generally it may be said that up to the present time the length of electric railways has been kept within the limits imposed by the conditions of economical operation attending continuous current electrical machinery, which has been fifteen or twenty miles; or, say, ten miles each way from the power house, at farthest. Where electric railways have furnished continuous passage over

distances much exceeding this limit it has usually been the case, either that connection was made between two or more different lines of railway, or else separate power house installations have been required at distances apart corresponding to the limits above named.

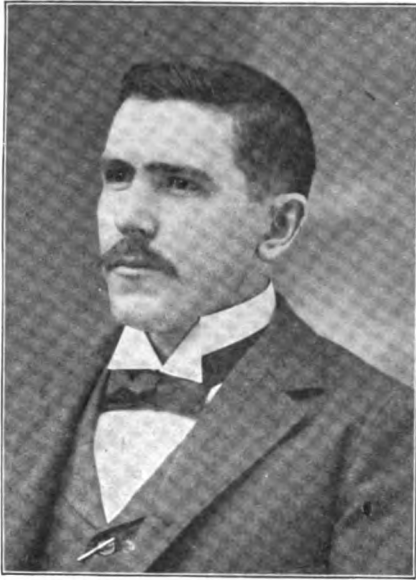
In either case the limiting distance for a single fare, on a street car basis, has been about ten miles, or say one-half cent per mile, as the minimum rate of fare. Higher fares for shorter distances are charged by electric railways, in some cases, but no matter how far street car lines have been extended into the country it seems to be the general expectation that passage in street cars, or cars of that type, should not cost to exceed the ordinary street car fare of five cents, quite regardless of the distance traveled. As soon as it comes to the matter of charging an extra fare a larger number of passengers than would otherwise be the case begin to take into consideration the slower speed of the electric railway, and for this reason the most profitable, as well as the most successful,



C. E. LAYMAN,
General Chairman and Representative N. &
W. Railway System, Division No. 14.

competition of electric railways with steam roads has been on routes or runs where

passengers have been carried for a single fare.



C. D. WHITNEY,
Representative A., T. & S. F. Railway System,
Division No. 23.

The proposition of carrying passengers over a longer distance for any other than a single fare has usually raised the question of speed, and late years the solution of the problem involved in this question has been sought in the application of alternating electric currents as the system by which the energy is transmitted. It is true that the operation of street cars by the transformation of high-tension alternating currents transmitted from a distance from generating stations driven by water power has been accomplished, but the plan of operating a long line of electric railway by the transmission of alternating currents from a central station to transformer stations at intervals cannot be said to have as yet become an established system.

The present season will see the equipment and operation of at least two high-speed electric roads of considerable length, by continuous currents transformed from high-tension alternating currents transmitted in each case from a central power

station, to and through transformers at substations along the line. As the work of building these roads is now under way, a brief consideration of the installation and equipment in each case is timely.

One of these roads is an extension of the Rapid Railway Company, of Detroit, Mich., from Mt. Clemens to Port Huron, Mich., a distance of fifty-three miles, or a total distance, from Detroit to Port Huron, of seventy-three miles. The power station for operating the road will be located at New Baltimore, a point about midway between the two termini, requiring a distribution of energy each way over thirty-six miles.

This power house will be installed with three main engines of 1,000 horse-power each, running at 214 revolutions per minute, each engine being direct connected to a 500-kilowatt three-phase generator operating with fifty-seven alternations per second, at 375 volts. The generators will be connected in parallel, and step-up transformers of 400-kilowatts capacity each will raise the pressure to 16,500 volts on the trans-



W. E. REESE,
Local Secretary and Treasurer and Representative, St. Joseph, Mo., Div. No. 72.

mission line. The transformers are arranged in two banks of three transformers

each, one bank feeding the line each way from the central station; a seventh trans-



Q. A. GEISE,

Alternate, Baltimore, Md., Division No. 17.

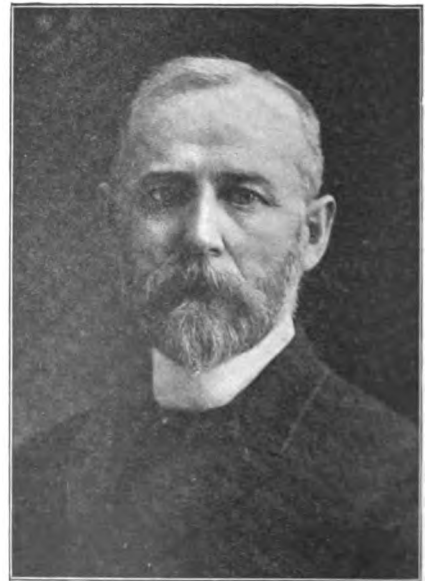
former will be held in reserve. There will be five substations: one at the central power house and two distributed in each direction therefrom, or between the central station and each terminus. Two of the substations will each be equipped with three rotary converters of 200-kilowatts capacity each and six step-down transformers of 150-kilowatts capacity each; two other substations will each contain two 200-kilowatt rotary converters and three 150-kilowatt step-down transformers. The substation at the main power house will contain two 200-kilowatt rotary converters, taking three-phase current direct from the main bus bars on the switch board.

The transmission line which will carry the high tension currents will consist of three wires, one of which will be carried on the tops of the poles and the other two on a cross arm two feet below, so spaced that lines drawn between the three wires will form an equilateral triangle. The continuous current feeders are carried on a cross arm below, and the trolley wire

on a bracket, all the wires, both high and low tension and the trolley wire, being carried on the same poles.

The passenger cars will each be equipped with two 75-horse power motors. The cars at present in use are forty-two feet long, but the new equipment will include passenger cars fifty feet in length, with the same motor equipment and air brakes. The track is of the usual steam road type, being laid with seventy-pound rails, on cedar ties, on gravel and stone ballast. It is expected to make an average schedule time of twenty-seven miles per hour, including stops, or forty-five miles per hour between stations. Over a large portion of the distance the track is laid on private right-of-way. From Detroit to Marine City, a distance of fifty-three miles, cars will run on a half hour schedule, between 7 a. m. and 11 p. m., and for the remaining twenty miles an hourly service will be maintained.

The other road referred to is now being built between Toledo and Norwalk, Ohio.



R. H. REYNOLDS,

General Chairman and Representative G. T.
R. System, Division No. 1.

a distance of sixty miles. The central power station will be located at Fremont,

exactly midway between the two termini. The track will be single, with turnouts,



G. C. READ,
Representative G. T. R. System, Division No. 1.

laid with seventy-five-pound rails and ballasted with gravel and broken stone. The surface of the country through which the road runs is mainly level, the steepest grade being 3 per cent. The track will be built partly on private right-of-way and partly on public roads or turnpikes. The population of Toledo is 180,000, and of Norwalk, the other terminus, 12,000. Between these two termini there is one town with a population of 10,000, one with a population of 6,000, two with a population of 4,000 each and three with a population averaging about 800 each. The country all along the road is thickly settled and rich in agricultural resources.

The road is now in operation between Toledo and Fremont, a distance of over thirty-three miles, and trains leave Toledo every hour from 6 a. m. until 11 p. m. Mr. F. J. Stout is general manager and Mr. D. H. Lavenberg is chief train dispatcher, both of whom are practical railroad men with large experience.

The central power station will be installed with four 1,000-horse power vertical

compound engines, each direct connected to a 500-kilowatt three-phase generator. There will be seven substations; one at the central power house and three between that point and each terminus of the line. At each substation there will be two 200-kilowatt rotary converters and three 150-kilowatt step-down transformers, except at the substation in the central power house, where transformers will not be required, as explained for the equipment of the other road. In capacity and other respects the machinery in the central power station and substations on this road is similar to that described for the road running out of Detroit. The equipment for the passenger cars will be the same, and between stations it is expected to make a speed of fifty miles per hour.

Both of these roads will be equipped with cars for hauling freight, which will be collected and distributed at the electric substations along the line. On both of these roads, also, mileage books for 1,000 miles will be sold for \$12.50 and local fares will be about half those charged by steam



P. H. HEBERT,
Representative G. T. R. System, Division No. 1.

railroads. Cross-country electric roads will serve to feed the main line with pas-

senger and freight traffic. Thus it is seen that in respect to both the traffic carried



O. S. CORNELL,
Representative G. T. R. System, Division No. 1.

and the installation or system of operation, both of these roads are laid out on a conception somewhat in advance of that underlying interurban roads hitherto formed by the extension of street car lines. It remains to be seen, of course, whether new departures of this kind will meet with success from a mechanical standpoint, and if so, whether such financial success will result as will develop a new field for electric railroading.

STATE ROAD IN COLORADO.

THE Legislature of Colorado at its last session appropriated \$35,000 for the purpose of beginning construction upon a state road 300 miles long, between Denver and Grand Junction. The route of the road, which has been surveyed, passes through the western part of Arapahoe County, thence through Jefferson, Park and Chaffee Counties, touching at Buena Vista; and from that point following the Arkansas River to Leadville, over Tennessee Pass and down the Eagle

River through Eagle County, thence to the Grand River, and following that stream through Garfield and Mesa Counties until Grand Junction is reached. Branch roads, one extending from a point in Park County to Colorado Springs, one to Meeker, and one to Steamboat Springs, connecting with the main road at points in Garfield and Eagle Counties, are to be constructed. By the terms of the bill convict labor is to be utilized, as far as possible, in the work of construction, which will be under the control of a board composed of the Governor, the State Engineer and the Chairmen of the Boards of Commissioners of the counties through which the road will pass. As the measures passed previous to this bill have called for appropriations sufficient to drain the State Treasury, money has not been forthcoming wherewith to begin the construction, but a plan is now under consideration by which the work is to be started with such funds as may be available in the near future. This plan contemplates beginning the work on May 1, when contracts will be



D. CAMPBELL,
Alternate G. T. R. System Division No. 1.

let in sections of five and ten miles, the work then to continue as long as the

finances will permit. It is expected that by this plan about seventy-five miles of the



J. F. COLMAN,
Acting Local Secretary and Treasurer and
Representative Northern Pacific Rail-
way System, Division No. 54.

road can be constructed before the Legislature meets again.

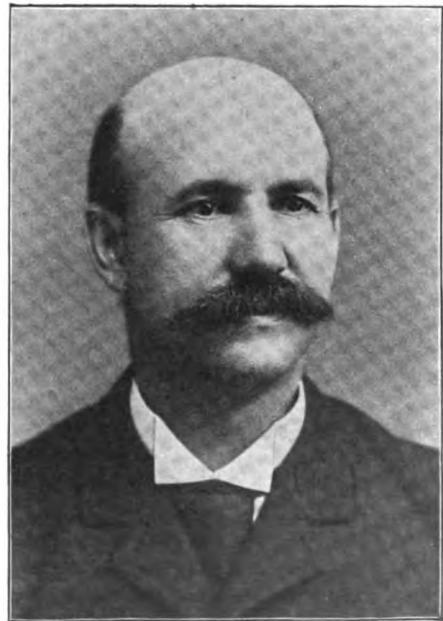
TIME GUN FIRED BY SPIDER.

A TIME gun was once fired by a spider at the castle in Cape Town. The time gun of the castle is fired by electricity at 1:30 p. m. daily. One day, however, all the military and civilians in Cape Town were astonished to hear the gun go off before the proper time, and the officials were puzzled at this extraordinary occurrence, and could give no explanation as to the cause. The general in command of the station, being of the opinion that there was mismanagement somewhere, gave orders for a strict search to be made by the officials to discover the guilty party. The electric current for firing the gun is supplied by the Royal Observatory, and goes from there to an instrument known as a relay, in the central telegraph office, Cape Town. The action of the current

going through the instrument's main moves a sort of light tongue, which is so finely set that the least little thing would affect it. This forces the current directly into the time-fuses which have the power of firing the gun at the castle. On examining the instrument, one of the officials found inside of it a big brown spider. It appeared that while having an exploring trip around the instrument the unfortunate spider must have touched this tongue sufficiently to move it and fired off the gun. The general sent the spider to the Cape Town museum, where he is now to be seen. Beneath him is a card entitling him "The Little Gunner," and giving a full account of his adventure with the gun.

HUMAN TOLL GATES.

FIFTY years ago the capitalist said: "If it were not for us there would be no roads," and they sat still and levied a tax on all who moved about. But



J. G. GARLAND,
Representative Denver & Rio Grande Railway
System, Division No. 49.

as soon as people became wise enough they took possession of the roads. With-

out any bloodshed by dynamite, another remnant of barbarism was removed.



R. P. RUMIN,
Representative Denver & Rio Grande Railway
System, Division No. 49.

The wooden toll gates are gone, but the human toll gate remains. Any man who taxes the labor or activity of others is nothing more than a toll gate. He may call himself a manufacturer, a landlord or banker, or any other fair-sounding name, but if he receives money without rendering any personal service, he is a toll gate.

Rockefeller stands between the whole nation and the oil fields, and takes toll on every gallon. Whenever you buy a pound of sugar you have to pass through Havemeyer's toll gate and in front of nearly every railroad depot Pierpont Morgan's toll gate stands.

Every capitalist has his toll gate and stands behind it like a mendicant friar, holding out his hat for that compulsory charity which he calls rent, profits and interest. The self-importance of these obstructionists would be amusing if it were not for the nation's welfare. They imagine there would be no business if it were not for the obstacles they put in the road. They think a steamer is propelled, not

by steam and machinery, but by the barnacles that stick to the bottom.

These human toll gates claim to "provide us with work," but a firebug could claim the same virtue. Capitalists make work; so does a naughty baby. If work is a good thing, why do they try to escape it? If a bad thing, why do they try to make more? They claim to have "superior ability." So did slave-drivers. So had blood hounds. So have mosquitoes and bedbugs and tarantulas.—*Rev. H. N. Casson.*

SURPRISING HIS FATHER.

LIPPINCOTT'S MAGAZINE has the story of old Mr. B., who owned a big farm out in Michigan, and a dreamy, blue-eyed boy named Steve. This lad never seemed to "fit in." He did not complain, but he appeared to be dissatisfied. When he should have been holding the plow he was looking over his shoulder at the dusty road to the town where the train stopped daily.

Finally, old Mr. B. took the plow from him and told him to "go 'way for a spell,



J. F. BRIANT,
Representative Chesapeake & Ohio Railway
System, Division No. 40.

and see if he didn't want to get back worse 'an ever he wanted to get away."

So Steve wandered West and began "railroading." In a little while he was pro-



WILLIAM CLANCY,
General Chairman and Representative Erie
Railway System, Division No. 42.

moted. He kept planning visits to the farm, but somehow he could never be spared, and so the time went on until he needed rest, and the manager suggested a vacation—thirty days, or even sixty. Then Steve started for Michigan.

One warm midsummer day he found himself seated under the old Baldwin apple tree, with the half hull of a red-hearted watermelon in his lap. Old Mr. B., busy with the other half, paused now and then to ask him about his new job, how many cigars he smoked a day, what they cost, and what he paid for his fine clothes. Presently he wanted to know what they called his boy on the road, conductor, brakeman, or what.

"They call me the general freight agent, father."

"That's a big name, Steve."

"Yes, father; it's rather a big job, too, for me."

"But ye don't do it all, Steve? Ye must have hands to help you load and unload?"

"Oh, yes. I have a lot of help."

"And the company pays 'em all?"

"Oh, yes!"

"How much do they pay you, Steve, \$2 a day?"

Steve almost strangled on a piece of core, and the old gentleman saw that he had guessed too low.

"Three?" he ventured.

"More than that, father."

"Ye don't mean to say they pay ye as much as five?"

"Yes, father, more than twenty-five."

The old man let the empty hull fall between his knees, stared at his boy and whistled. "Say, Steve," he asked, earnestly, "are ye wuth it?"

WAGE WORKERS AND WAR.

HERE is a movement on foot to enlist natives of the Philippines to fight the natives that are in arms against Uncle Sam. The British have long used native soldiers in India to hold other natives in subjection to British rule, and



W. D. HISER,
Representative Chesapeake & Ohio Railway
System, Division No. 40.

now preparations are being made to ship Ghoorkas from India to fight the Boers

in South Africa, and there is not a doubt but what in an emergency the ruling class



F. A. BALDWIN,
General Chairman and Representative Union
Pacific Railway System, Division No. 6.

in England and America would use these alien races to protect their own privileges. All the armies of the world are composed of the working class, and every battle of every war is a battle between two sets of workers, urged on by two sets of exploiters. The police, the constabulary, the militia of every country are composed of workers, and are used when necessary to crush their fellow workers into subjection to the rule of the exploiting class. Fools or blind—or blind fools—which?—*Class Struggle.*

THE YEARLY SNOW FIGHT.

THIRTY-TWO miles of snow sheds costing \$64 a foot, or a total of \$10,813,440, represents the price one transcontinental railway had to pay before it could run its trains over the Rocky Mountain division of its road. That was merely the first cost; since that outlay, fully \$1,000,000 have been expended annually in keeping the sheds in repair and the exposed tracks free from snow.

The various roads crossing the Rockies have their seasons of play and their seasons of work. During the summer months, when even in the higher passes the sun and warm winds serve to keep the permanent way clear and free, there is little to do save the ordinary run of repairs and reconstruction, but along the first of October all this is changed. Little flurries of snow on the level and a gradual, but continuous spreading of white on the tops and in the upper crevices of the mountains give warning that the hard, desperate battles of the winter months are at hand. The superintendent takes a trip over the road with his assistants, and a careful inspection of the sheds and tunnels is made. In divisional headquarters the rotaries and the old-time "buckers" are overhauled and prepared for use, and, as the middle of the month approaches, the watchmen who patrol the tracks are doubled. There is no mistaking the signs. Even a novice could see that something important is pending.



L. M. TUDOR,
Assistant General Chairman and Represent-
ative Union Pacific Railway Sys-
tem, Division No. 6.

In the divisional shops, in the offices, and even at the smaller stations along the line

there are evidences that the period of work is soon to supersede the ease of the summer days.



G. P. GROGAN.

Local Secretary and Treasurer and Representative Chesapeake & Ohio System, Division No. 40.

In the various baggage cars are placed great wooden safes packed with condensed foods. Beef in the form of extract, canned soups, condiments, and hard bread, enough to feed one hundred persons for ten days, are carefully deposited in these moving storehouses, and from then until the coming of spring they are inspected and overhauled once each week by men detailed for the purpose.

At the isolated stations and guarded sidings reserve supplies of provisions, coal, wood, and water are laid in; then finally arrives the day when everything is reported in readiness for the descent of winter.

The first call for the fighting contingent of the vast railway army is always attended by scenes of excitement. Lowering skies and chill winds have foretold the fall of snow, and when the various crews arise some morning they find the earth covered with a mantle of white.

It is then the work gang boss overhauls his men and sees that each unit in the force is provided with the necessary shovel and spade. It is then, too, that the crew of each snow plow and each reserve engine go over the last time the various bits of machinery and the divers couplings upon which their lives are soon to depend.

Within twelve hours, if the fall is continuous, the plows go out. Each is accompanied by a gang of shovelers, and a straight drive is made for those passes and cuts where experience has foretold the greatest depth. If the snow is moist and flaky, quick work is made of the banks, but if cold weather has really set in and the snow has been frozen into rounded granules, the proposition is entirely different.

In the first case the damp masses remain where they have been thrown by the plow, but under the latter conditions it is impossible without the most strenuous efforts to keep the glistening frozen pellets from sliding back on to the tracks. Cases have been known when a comparatively light



H. H. CHAMBERS,
Representative Brunswick, Md., Division
No. 26.

fall of snow has blocked a mountain track for forty-eight hours.



E. M. BARNES,
Representative Mauch Chunk, Pa., Division
No. 73.

A HOODOOED LOCOMOTIVE.

LOCOMOTIVE "50" had been in trouble almost from the first day she ever turned a wheel, and her troubles ran the gamut of the possibilities in the locomotive disaster line, from the simple derailment of her pony truck at the yard limit switch, when the passenger was due, to the oft-repeated experiment of two trains running full speed in opposite directions trying to pass each other on the same pair of rails. The innumerable failures of this experiment did not deter the "50," and whenever a head-end collision occurred on the South Park, the usual interrogation was, "Who was on the '50,' and how badly was she damaged?" For though it always takes two engines to make a head-end collision, the record of the "50" was such that without inquiries she was conceded beforehand as one of the two.

Throughout the mountain roads of Colorado she was known as the "South Park Hoodoo," and the sobriquet was well earned. If an engine struck a landslide it was the "50"; anything standing on the track and crashed into by the passenger was sure to be the "50," unless, as occa-

sionally happened, the "50" was pulling the passenger, and herself did the crashing. She had a great reputation as a discoverer of broken rails, and invariably followed the discovery with a plunge into a bed of the mountain ravine along which the road ran. But out of all these scrapes she would emerge from the repair shop with all traces of her recent disaster removed, but still holding her reputation.

She was one of the many Mason engines purchased by the South Park, and was of the type designated in the vernacular of the road as sewing machines, from having their eccentric gear outside the main and side rods. An odd-looking locomotive to eyes not accustomed to them, but certainly popular as a class among enginemen, because of their easy riding qualities. This popularity extended to the "50" until such time as she acquired unto herself the reputation of a man-killer.

It is to be regretted that a complete record of her sins has not been kept, but such as are at hand will demonstrate that it was no idle superstition that caused a qualm of trepidity to the men when called



C. M. HURLBUT,
Local Secretary and Treasurer and Repre-
sentative Denver, Colo., Division No. 77.

to make a trip on her, and as the engines were run in the chain-gang system, every

crew on the road had a turn with the "50." They knew that, whatever the cause,



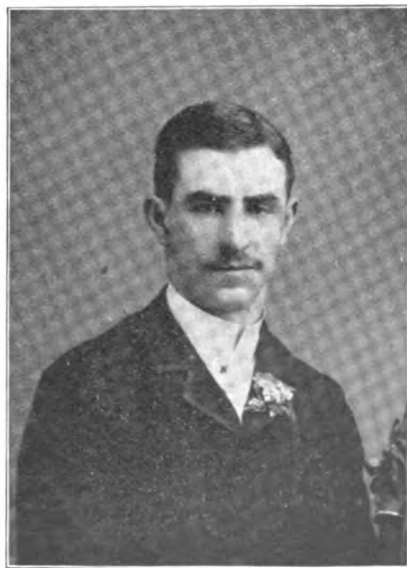
HON. L. A. TANQUARY,
Member Board of Directors.

she had been wrecked more times than all the other engines on the road.

On her first trip she left the rail, through some pretext or other, with a heavy train of ore and on a down grade, and after some days the wreckers found her in the bottom of the cañon, the under dog in a pile of debris that had once constituted a train of cars with its lading. They also found "Sam" Willard, the engineer, with his left leg cooked to the knee, where it had been pressed against the boiler head by the coal pile. "Sam" was alive and recovered, but "Bill" Redding, his fireman, had been killed right away, as one of the wreckers expressed it. "Sam" had his leg amputated, and about a year later again appeared for work. It is a strange coincidence that "Sam" lost his left leg on the "50's" maiden trip, and lost his right leg on the same engine on the last trip she ever made on the South Park. "Sam's" last mishap was in a collision where he was about to

jump before they struck, but he was caught in the gangway, and his remaining leg was sacrificed. Strange, too, but "Sam" recovered from this, had sticks fitted to both his stumps, and ran locomotives on the Denver & Rio Grande and the Rio Grande Western, until, like many another, he went out in the great strike of 1894. He is now proprietor of a drug store in Salt Lake City.

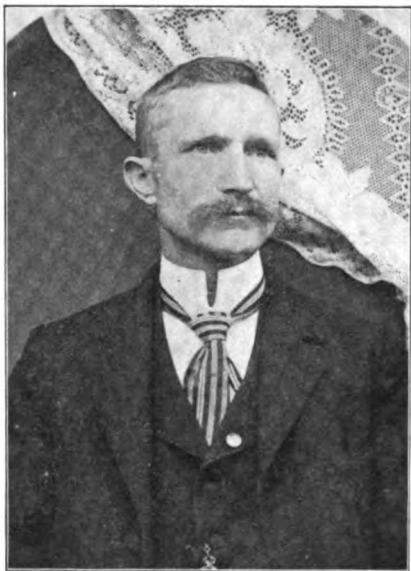
In the interval between her first and last trips on the South Park, seven more men lost their lives on the "50," and as many had been maimed or seriously injured. Her last victim, previous to Sam Willard's second wreck with her, was Engineer John Wiggins, who had both legs broken by the breaking of the back side rod on the engineer's side, which plowed and thrashed through the cab until the fireman brought the train to a stop. After Willard's last accident the "50" had an extended season in the back shop, and about the time she was ready for the paint, Wiggins reported for duty to the master mechanic. The latter, facetiously inclined, suggested that



J. W. PERRY,
Representative, Macon, Ga., Division No. 75.

he wait a day or two and the "50" would be ready, but Wiggins saw no humor in

the remark, or at least in the prospect of again getting the hoodoo. He suddenly



E. T. NICKEL,
General Chairman and Representative K. C.
P. & G. System, Division No. 5.

discovered that he was not so well as he thought, and, departing for home, didn't show up at the roundhouse for a month, calculating that the "50" had had ample time to get into more trouble and be laid up again.

However, Wiggins and all the rest of the South Park engineers and firemen had nothing more to fear from the hoodoo, for about this time it suited the Union Pacific to transfer the traffic to the Denver & Rio Grande. The locomotives, including the "50," were transferred to the then narrow gauge Utah & Northern Railway, connecting Ogden, Utah, with Butte, Mont., and passing through Idaho.

This was in the winter of 1885-6, and in the early morning of the 13th of May of the latter year, the "50's" headlight was put out forever in one of the strangest and most disastrous wrecks ever recorded. As stated, the road was narrow gauge, but the management had decided to make it standard, and preparatory to this work was transporting to the north end the new sixty-

pound steel rails for the standard gauge track. Early in May a brakeman's strike—one of those chronic eruptions that Ed. Dickinson used to say could originate nowhere but on the seventh and eighth districts of the Wyoming division of the Union Pacific—spread to the Idaho division, of which Robert Blickensderfer was Superintendent. Blick, as he was called, "fired" the strikers, and in a few days was operating the road with a new, but for the most part, inexperienced lot of brakemen.

Such were the conditions when, on the night of May 12, 1886, the "50" carried green signals for a triple header as third section of Train 527, the preceding section, like this one, consisting of eleven narrow gauge cars loaded with steel rails and a caboose. These cars were but twenty-eight feet in length, and in order to load the thirty-four-foot rails it was necessary to remove the brakestaffs. At that period, too, the use of the automatic air was confined to passenger trains, the freights being handled by straight air.



P. H. WILLIAMS,
Local Secretary and Treasurer K. C. P. & G.
System, Division No. 5.

The "50," piloting the "17" and "24," pulled out of the division terminal—at that

time called Eagle Rock, under which name it acquired a notoriety that the town



J. B. BODE,
General Chairman and Representative Boston
& Maine System, Division No. 59.

thought to rid itself of by adopting the present more romantic name of Idaho Falls. At a snail-like pace the three engines dragged their load up the 3 per cent grade toward the divide which marks the boundary of Idaho and Montana, and about 3:30 a.m. of the 13th were within five miles of Dry Creek, the next telegraph station, with a steep pull before them.

The second section had reached Dry Creek, and there received orders to do some switching, which the conductor, with his two green brakemen, both of whom were making their first trip over the road, proceeded to do. It was necessary to place the eleven cars of steel on a siding, the switch of which at the lower end of the yard had not been disturbed and was still set for the main line. While the men were working elsewhere, the cars, being on a slight grade, and with no brakes, began to move down hill, and one of the brakemen, noticing it, jumped on the first car to set a brake. As stated, all the brakestaffs had been removed to accommodate the rails,

but the brakeman was not aware of that fact, and hoping to avoid a derailment in the yard, he jumped off and ran ahead to the open switch, which he threw for the main line. Then he remounted the cars to set the brakes which were not there, and crazed with the sudden realization of his blunder and its possible consequences, he jumped from the runaway cars and ran wildly into the sagebrush, where a sheriff's posse found him four days later.

In the first mile the heavily-laden cars had attained the velocity of an express train on the heavy down grade, but they had yet four miles to run before they met the up-coming third section, piloted by the hoodo "50." A comparison of time made subsequently to the disaster showed that not more than four minutes had elapsed between the time the cars were run out on the main line and their meeting the up-coming train. The combined weight of the eleven cars and their lading was 450,000 pounds, and at the given rate of speed let some



LU MAN STEVENS,
Local Secretary and Treasurer St. L. & San
Francisco System, Division No. 32.

mathematician calculate the force of the impact, allowing a rate of six miles per hour

for the up-coming train. The latter could see only as far as the headlight of the "50"



W. B. BLANCHARD,
Representative Old Town, Me., Div. No. 11.

penetrated the darkness, and the three engine crews were all unconscious and equally unwarned of approaching danger.

George Flood was engineer of the "50," and Jimmy Clark, a mere boy, was his fireman. George Oram and Billy Purdie were on the "17," and Bert Chapman and Azel Keach on the "24." Jimmy Clark was down putting in a fire when the crash came, and according to the verdict of the coroner's jury, was "killed in four different places." Every flue in the "50's" boiler was driven back through the boiler-head, through the coal pile, and actually through the two sheets forming the back of the tank, and rails weighing half a ton apiece accompanied the flues side by side. Flood was pinned into the cab, and was scalded externally and internally with steam to such an extent that he was considered as good as dead, though the decision was a hasty one.

The crew of the second engine was knocked out of the cab, and escaped practically unhurt, though Oram maintains to this day that he was sent flying through the air over his own tank and over Chapman's en-

gine, and that he finally landed on Chapman's tank. On Chapman's tank he was found, sure enough, but that he climbed into it while dazed by the horrible force of the collision, is the general belief. Chapman himself was slightly injured by being thrown out of his cab, but Keach, his fireman, had his right leg caught and smashed to a pulp in the gangway. Poor Azel! He deserved to live, for his courage was superb. Whipping out his knife, he cut off the shattered member, thus freeing himself. He then crawled into the sagebrush, and, with his handkerchief and a sage limb which he cut, formed a tourniquet and stopped the flow of blood. Then he composed himself in the cold of the early dawn and awaited the arrival of the relief train. He died in the hospital of blood poisoning four days later. Flood, whose condition appeared so much more serious, recovered, and is still in service on the same piece of track, as are also Oram, Chapman and Purdie.

At the wreck, daylight revealed a sight magnificently terrible. The rails from the runaway cars had wreaked awful vengeance on the miscreant "50," and had she been made the target for a large calibre cannon,



CHAS. J. HAGAN,
Representative Pittsburg, Division No. 52.

her demolition could not have been more complete. There was just nothing left of

her but her squatty drivers, and to these, even, the taint of Jonahism attached so strongly that they were condemned, and the "50," with two more victims added to her already long list, was forever marked vacant on the equipment list.

Other rails were shot like arrows for 200 feet from the point where the collision occurred, and after winging their half ton of weight through the air, drove themselves a third of their length into the earth. Not a single car in either train was fit for rebuilding, and the body of the caboose was

in 1849, and had charge of telegraph office at Jackson, Mich., in 1852. Went to Illinois in 1855, and worked at Chicago, Dixon and Sterling for the G. & C. U. R. R. until 1856, when he took charge of the office at Burlington, Iowa, from where he returned to Chicago and worked for the Ill. & Miss. Tel. Co. for a year, when he entered the service of the Illinois Central, whom he served 14 years, 6 months and 14 days without the loss of a single day, working in various departments and did everything from tamping ties up to issuing



A. R. VAN GEISEN,
General Chairman St. L. & San Francisco
System, Division No. 32.

sheared off just above the sills. None of the train crew was injured, however, as one brakeman was in the cupola, above the damage, and the other and the conductor were sleeping on the lockers.

So passed the Jonah of the South Park, and with her going went many a sigh of relief from enginemen who knew her history. —*Salt Lake City (Utah) Herald.*

AN OLD-TIME TELEGRAPHER.

BRO. A. R. VAN GEISEN was born at Paterson, N. J., February 12, 1839; was educated at Ann Arbor, Mich., where he was the valedictorian of his graduating class. Learned telegraphy

passes from the desk of the chief clerk. He wound up on that line at Mattoon, one of the best stations on that road, as agent, which position he resigned to accept the agency of the old South Pacific R. R., which is now part of the St. Louis and San Francisco R. R., and was that company's first independent agent in St. Louis. Three years later he resigned and went to work for A. A. Talmage, W. C. Van Horn and Marvin Hughitt, successively, in the capacity of train master and division superintendent on various railroads, and spent sixteen years of the best part of his life with these three, the greatest railroad managers the country has produced.

He has been holding important stations on the "Frisco" for the past twelve years,



E. E. MCPHEETERS,
Representative Old Town, Me., Div. No. 11.

and how faithfully, few of the present officials realize.

He has been a member of several railroad organizations, a Mason for the past thirty-five years, and a member of Frisco System, Div. 32, of whom the membership is justly proud. He has served this division as general chairman during the past year.

Bro. Van Geisen has been a telegraph operator for fifty-one years, collected over \$13,000,000 for railroad companies, and laughingly admits he has not even a million now to call his own.

Bro. Van Geisen now holds the position of agent at Lebanon, Mo., for the Frisco, where he and his charming wife, whom he married thirty-seven years ago, and to whom he owes much of his success in life, reside.

In presenting Bro. Van Geisen to the membership, I claim the distinction for Division 32 of having the oldest telegrapher, from point of actual service, there is in the O. R. T.

Yours in S. O. and D.,

L. STEVENS.

A TELEGRAPH YARN.

A VETERAN telegrapher in Washington, D. C., gave a *Washington Times* reporter a good story the other day; it is one without a moral, but will bear repeating notwithstanding. He said:

"The field of telegraphy was more inviting twenty-five years ago than it is today. I started into the business when I was ten years old, and made more money than many superintendents of branch offices do now. I remember that when I was in Woonsocket, at the age of eleven, I made more than the combined salaries of the mayor and chief of police. My salary was \$75 a month, and during the three weeks the country was in doubt concerning the Hayes-Tilden election I more than trebled the amount. I was working for the old Franklin Telegraph Company. It was the New England Division of the Atlantic & Pacific Company. The Western Union used to be allowed to send certain messages over our wires, and the operators got extra pay for handling their work.



E. W. DIXON,
Representative Old Town, Me., Div. No. 11.

"After awhile I was sent to Providence, R. I., and as I was fair at receiving and

was a fast and legible writer for a youngster, I was soon detailed on newspaper work. The two rival papers in the town were the *Star* and the *Journal*. It was before the day of the great press associations, although the business of getting news over the wire was gradually becoming systematized. The *Journal* got its report over the Western Union, and the *Star* patronized the Franklin Telegraph Company. Competition between the two papers was very keen, for even in those days the readers appreciated the value of exclusive news.

men had to drive in buggies and put up the wires. We could only cover about thirty miles a day, where the opposition could get over a hundred. In case of a sleet along the coast, the operators would have to leave their instruments and go out on the line to assist in the repairs. Luckily for us, such things did not happen more than two or three times a year.

"One summer afternoon in 1877 a brief but destructive storm swept over New England. As a result, the wires of both companies were down. All the men in our



J. R. T. AUSTON,
Representative Ft. Worth Texas, Div. No. 19.

"I soon got into the stride and caught the fever. It hurt me just as badly to see the *Star* beaten as it did the managing editor, and I crowed just as loudly over a scoop as a cub reporter. The facilities for gathering the news were about equal, and about the only disadvantage we labored under was the loss of wires on account of a storm. That was where the Western Union had us. Their line ran alongside of the railroads, and if the wires were down they could send their men out on trains and hand cars and make repairs in short order. The Franklin ran along the New England turnpikes and the line-

office except three including myself, went out to help in the repairs. I was left in the hope that we might establish communications so that the *Star* could get at least a portion of the news of the day. I went home to supper and came back and waited for developments. The wire was absolutely dead, and I could not arouse the nearest operator. A messenger came over from the *Star* building, telling me that they would try to get along if we could only give them a story on the storm. That was, of course, the news of the day. It was before the time of the up-to-date signal service now maintained by the weather

Bureau, and the masters of the ships depended on the papers for storm signals and prophecies concerning the weather.



R. J. GREEN,
Local Chairman and Alternate Representative
C. P. R. System, Div. No. 7.

"Along about 10 o'clock I stepped out of the office on the street. It was absolutely quiet. It was that sultry stillness that follows a summer storm. To appreciate the utter silence that reigns over a New England town it is only necessary to remember that when the 9 o'clock bells ring everybody goes home and goes to bed—or at least they did in those days. The only sound that broke the deep stillness was the clicking of a telegraph instrument up in the third floor of the Western Union building. They had picked up their New York wire and were receiving news for the *Journal*.

"The Franklin Telegraph Company's offices were located in a triangular building, situated at the intersection of two of the main streets. The Western Union building was across the street, still further separated by the wide plot caused by the intersection of the two streets. The instrument was fully 150 feet away, and up in the top of the building, but I heard it distinctly.

They had evidently been sending for some time for they were then giving the last of the markets.

"I made up my mind that I would at least take their report of the storm, which I was pretty certain would come in early. I went back up to the office and got a pad of writing paper. I told the messenger boy in the office to come down and let me know at any time a wire was found. I also told him to come to me every half hour and get copy. I then went down on the sidewalk, and sat in a chair at the side of our building where the light from two windows shone brightly. I got there just as the report of the storm was starting. I could hear the instrument as plainly as if I had been right in the room with it. The leverage of the sounder had been increased so that I could 'read' every word with the greatest ease.

"The two papers got about a 7,000 word telegraphic report, and it did not come so fast that it could not be taken down without difficulty in long-hand. I caught



E. L. STRATTON,
General Chairman and Representative Chesapeake & Ohio System, Division No. 40.

the storm story without any trouble. It was a good one, and I was as pleased as

could be that my paper would not get left on it. The messenger boy came down and



A. K. GERRY,
Local President and Representative Elizabeth, N. J., Div. No. 74.

took the copy up to the *Star* every half hour. He was not an operator, and did not have the slightest idea what I was doing sitting out there on the sidewalk writing. If he had any thought at all, it must have been that I was faking telegrams. But he was a discreet youth, about nine years old, and he said nothing.

"When I got through with the storm story, everything was coming along so easily that I thought I would take the rest of the report. We had not got any wire as yet, and the fun of the thing struck me so, that I decided to go on with the news pilfering. Strange to relate, not a single vehicle rolled along the pavement, and I did not have a break in my story. Several pedestrians passed by, but the spectacle of a boy sitting in a chair on the sidewalk was not sufficiently remarkable to attract unusual attention. If they had understood the code, things might have been different. I kept the things up without interruption from anyone, and stayed out until 'thirty' came over the wire, about

a quarter past two. I had written about 4,500 words, a little more than half the report, and certainly the cream of the news.

"I said nothing as to where I had been when I went back to the office. Nothing was doing on our line that night, and in fact we did not get a working wire until 9 the next morning. I went home patting myself on the back on the little scheme I had engineered. I did not know enough about the newspaper business to realize that there would be all kinds of explanations to make.

"When I got down to the office late that day, I was told to step into the office of the manager. He looked me over with a show of exceeding sternness. Somehow or other I had expected a different reception.

"I see that you were not satisfied with loafing last night," he said.

"I looked sheepish and said nothing. He then showed me two letters. The first was from the managing editor of the *Journal*



D. WALTER DEAN,
Local Secretary and Treasurer and Representative New York, New Haven & Hartford System, Div. No. 80.

to the managing editor of the *Star*, and it ran about as follows:

"I see that your report of yesterday's telegraphic news in your issue of this

morning is a verbatim copy of that which appears in our paper. I learn that you



R. C. BONNEY,
Representative Rocky Mountain Div. No. 77.

had no wires working. Please explain this.'

"The other letter was from the managing editor of the *Star* to the manager of our office. He merely enclosed the other letter, and asked for an explanation.

"Well, what have you got to say?" asked my superior.

"I saw that the whole thing was up to me, and I resolved to make a clean breast of it. I told the whole story, and he listened without a word.

"A bad mess," he said, when I had concluded my narrative. 'Didn't you know that the similarity of the two reports would be noticed at once?'

"I confessed that I hadn't thought of that. Then I made a bold attempt at justification.

"I don't think I did anything wrong," I said. 'It would be different if I had tapped their wire and cut in on their report. But I got it out of the air. It was anyone's property. It was as free as the atmosphere. I couldn't help hearing it.'

"That is true enough," said the manager, 'but it doesn't help our explanation.'

"There is no need of an explanation," I blurted out. 'No one knows anything about it but you and I. We can just stand pat, and let them find the leak if they can. We have done nothing illegal in taking their report. They had no business to leave the window open and key up the sounder to so loud a tone.'

"I guess you're right after all. We will make an explanation to the *Star*, and we can trust them to keep the thing quiet. Go over there and tell the managing editor the whole story.'

"I went over to the *Star* office and told my story. The managing editor laughed at my greenness in overlooking the fact that the similarity of the two reports would be noticed, but he took my suggestion and wrote the 'Journal' to the following effect:

"In replying to your enquiry as to how we got this morning's telegraphic report, I beg leave to state that we received it from the Franklin Telegraph Company. If you



M. H. SHAFER,
Local Secretary and Treasurer and Representative Elizabeth, N. J., Div. No. 74.

desire any further information you may appeal to them.'

"The *Journal* did ask for an explanation from us, and it is my recollection that



J. W. MURRAY.
Representative Ohio Southern Railroad
System, Division No. 48.

they were told that it was none of their business. I expected to receive my dismissal for the enterprise I had manifested, but instead, I received a check for \$25 from the *Providence Star*. I was told in the future, however, to take no news except that which came over our own wires."

IN A SWITCH TOWER.

SUZETTE, a lively and entertaining writer in the *Philadelphia Evening Bulletin*, was down in the railroad yards visiting the railroad boys recently, and accidentally dropped into Tower "A," the Pennsylvania Company's switch tower at Broad street, where Brother Gallagher has held forth for the past twenty years. She gives her impressions of signal work as follows:

One day or another the humiliating feeling comes to most everybody, I suppose, that he is not over bright; at least, that he has no more brains than the law allows.

I have been in this painful frame of

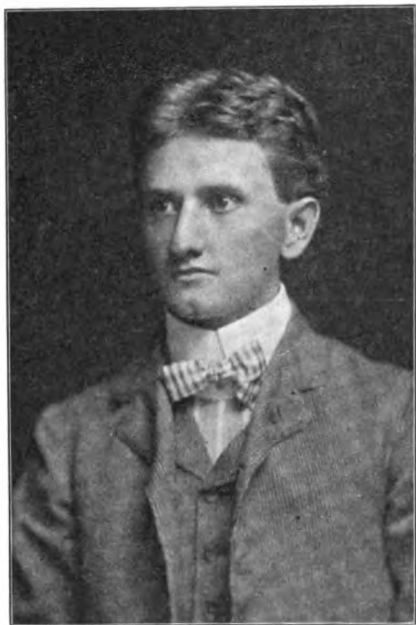
mind ever since I spent an hour in the Pennsylvania Railroad switch tower, near Broad Street Station, trying to understand the mechanism controlling the signals and switches. Now, I sit alone holding my fevered brow with my hands or beating my breast like a gorilla crying in the wilderness, because I, a poor idiot, was allowed to live. I gaze in the mirror for the vacant look in my eyes and catch myself listening to hear if I have the meaningless laugh of a feeble-minded person. For one hour by the town clock, I sat in that tower listening to the explanations of the mechanism by Mr. E. M. Meyers, the yardmaster, and may heaven help me, but I could not understand it. Now and then a little ray of intelligence would penetrate the gloom of my benighted intellect, but only for an instant and all was black again. It was not because I did not listen, for I sat with my mouth open to hear better. It was simply too complicated for my alleged brain to absorb in an hour. Oh, it's an awful thing to be a fool and know it!



R. F. SHIELDS,
General Chairman and Representative C. H.
& D. System, Division No. 21.

There were four men working and one "in pickle." In the vernacular of the yards this meant that he was learning.

In this tower there were gongs and telephones and indicators that indicated



C. M. HOOPERT,
Representative Cincinnati, Hamilton and
Dayton Railroad System, Div. No. 21.

everything on earth, and levers that are thrown this way and that way, and buttons that are pushed in and pulled out, and cards that turned around automatically with printed remarks addressed to the directing despatcher, and a miniature reproduction of the tracks, speaking tubes and bells and signals, and the layout of a telegraph operator, upon which the man who did about eighteen different things at once, received and sent messages. He was the most amazing man I ever saw. His name is T. O. Gallagher, and he ought to get a salary of a dollar a minute. He listened to a conversation over the telephone and sent a despatch and called out a combination of letters and figures all at once. He also pulled out and pushed in a few buttons just to kill time.

One thing that impressed me particularly was the gravity of these men in the tower. They seemed to so thoroughly realize the responsibility of their position. They understand so well the terrible results of a mistake. There is no talking,

or jesting or laughing. Every man's mind is concentrated upon his work. The lives of thousands of people are in the hands of these silent men, and the realization of this makes them grave. The strain on their nerves must be great. Nevertheless, the coolness, quickness and sure memory of the directing despatcher seemed marvelous.

Four hundred and eighty-nine trains a day go out of the Broad Street Station. Between the hours of five and six in the afternoon forty-two trains leave the station. There is an average of 125 move past the switch tower each hour.

There are sixteen tracks in the station, nine in the yard and three across the river. A force of 260 men is employed in the yard alone.

The workings of this road have been brought to such perfection that 94 per cent of the incoming trains are on time. Anything over 30 seconds is considered late. In England, it is said, trains in un-



R. R. ROOT,
Local Secretary and Treasurer and Repre-
sentative U. Pac. R. R. Syst., Div. No. 6.

der two minutes are not late, and even then the percentage of trains on time is much below 94.

It can be seen in the switch tower that every precaution is taken and every prac-



G. W. SHEPHERD,
Local President and Alternate Representative,
Ottawa, Ont., Division No. 15.

ticable device used by the company to prevent accidents. For instance, the directing despatcher is notified of the arrival of incoming trains from the switch tower farther down the line, not only by an indicator, but by telegraph as well, in case the indicator does not work. The directions for signalling and throwing the switches are given by the directing despatcher and repeated again by the man who throws the levers which turn the switches. This repetition is to avoid a blunder. The directions go like this: 14-x-8. A combination of letters and figures. This is where I was lost in the shuffle. I could not follow the directions and the movements were too quick for me to comprehend their meaning, so I must be excused from explaining what 14-x-8 means.

The mechanism which governs the signal boards in the yard is so ingeniously constructed that the lever in the switch tower cannot be thrown the whole way over until the signal board has responded correctly. If everything is right the man in the tower can throw the lever the rest of the way. There is a board before the levers and signal men, upon which the tracks are reproduced in miniature. Every movement of the switches in the yard is reproduced automatically upon this board,

so the man at the lever by wielding it can see whether the switch was cleared or not, and knows instantly if anything is wrong. A man is in training seven or eight years before he is considered by the yardmaster to be fit for the trying duties of the switch board.

On the tracks in the yard there is an invention which makes it impossible for a switch to be thrown while a train is passing over the rails.

The train despatcher's office, called the "crow's nest," is another interesting place, but not so wearing on nerves and brain as the switch board. The "crow's nest" hangs over the platform just above the incoming engines. It was occupied by Mr. Ritter Jones the morning I was there. The train despatcher has to punch six buttons to get a train off. One communicates with the inspectors, the second with the station master, third with the tower, the fourth with the ticket office, the fifth with the gateman, and the sixth is to restore the gate signals. Each day he makes a report



E. L. ZIMMERMANN,
Local President and Representative Harris-
burg, Pa., Division No. 3.

of the trains, and if they are late gives reasons for the delay.

Mr. Meyers, the yardmaster, knows every one of the 489 trains by sight—well enough



B. A. MEYER,
Local Secretary and Treasurer and Representative Southern Pacific Railroad System, Division No. 53.

to speak to, in fact. When I asked him how he could tell them apart he said he did not know except that each train seemed to have a personality of its own. He can stand and name one train after another as it comes in or goes out, its time of arrival, destination and all about it. They looked all alike to me, except the Colonial Express and one or two other fast trains that I happened to know.

The train men sometimes give nicknames to certain trains which stick to them ever after. There is "The Tub," a Harrisburg accommodation; "the Canary," a Chesapeake and Ohio train; "the Sausage Line," which is the B. C. Prairieville Line, and the "Owl," the midnight train between Philadelphia and New York.

I inquired if engineers grew attached to their engines.

"I should think so" was the reply. "Give an old engineer a new engine and he will grumble like an old farmer who has lost his favorite plough horse. Each engineer thinks his engine the best on the line, and every man of them, according to his own story, has made the fastest run on record. When a crowd of engineers get together they swap yarns about their engines just as jockeys do about their favorite horses or as sportsmen do about their favorite dogs."

Railroad men seem to have a vernacular of their own, and the outsider finds himself wondering what the conversation is all about anyway.

"What I do not know about locomotives," by Suzette, would make a large volume. Even Mr. Meyers looked a little



C. O. GIRARD,
Representative, West Superior, Wis.,
Division No. 13.

dazed when I referred to the boiler of the engine as the cylinder.

Woman's World

Friendship.

'Tis said of "friendship" that it creeps
Like crystal mountain streams
Through shady vales and sun's bright gleams,
From life to life, in working hours and dreams.

Yet here am I, and they who pledged eternal
thought,
In all my joys, and in life's darkest spot,
Like streams, that lastly swell the ocean wide,
Their lives are lost to me, a world divides.

Roll back, Oh clouds, and let me see the blue
Unfold. Oh rose, let float thy fragrance on the
dew-kissed air.

Oh, friend, break silence, if thy words be true—
If "friendship" lives, why all these years impair?

Thus cries my soul in spite of all I do.
The flowers, the brook, with here and there a
friend speaks words of cheer.
When nearest Nature's heart, I'm nearest home—
Responsive chords tell me when friends are near.

Some day the veil that shrouds the purpose of
events to be,
That makes life's meaning unsolved mystery,
Will pass, I hope, like vapor from its mission free,
Then life's great problems will be clear to me.

—Mrs. D. H. Lavenburg.

Toledo, O., Aug. 13, 1900.

THE SIOUX INDIANS WILL VOTE.

THE Sioux Indians of South Dakota, who have hitherto been wards of the government, will be a factor in the presidential campaign this year.

Capt. E. H. Allison, who has lived among them nearly all his life, and is familiar with their notions and peculiarities, will give them instruction in their civic duties. Concerning his proposed work, Capt. Allison says: "Their notions of what constitutes citizenship, and the responsibilities arising therefrom, are very crude. Large numbers of them know nothing whatever about the significance of

casting a ballot. They do not understand that a ballot represents an opinion. It is my purpose to go out on all the reservations west of the Missouri and hold meetings wherever a dozen or more Indians can be gathered together. This work will take three or four months. I shall give them elementary lessons in civic duties and shall try to show them what it means for them to be citizens of the United States."

Two years ago the intelligent, cultured women of South Dakota asked for the ballot that they might participate in the presidential campaign of 1900. They had studied civil government in their school days, and had for years been studying political economy and sociology in their suffrage organizations and woman's clubs; but the voters of South Dakota said: "Nay, you shall not share the blessings of liberty with us."

Now the Sioux Indians are to be given three months' instruction, and their votes will help to decide the policy of the government under which those intelligent women must live.

Oh Consistency! Oh Justice!

LAURA A. GREGG.

HOW TO CHOOSE A HUSBAND.

IN a quiet country road not far from the town of Quincy, Massachusetts, stands a little old farmhouse with a long, sloping roof and low eaves. There is nothing to distinguish it from many another house which has come down from colonial days, except perhaps the fact that it was for years the home where a man and woman lived out an ideally beautiful love story. It so happened that the man became very conspicuous in the history of this country, and loving

hands have restored the house and furnished it completely in the manner of long ago, and made of it a sort of shrine where those who hold the good and true in loving remembrance may go and meditate.

Over the back of a chair in the living rooms hangs a sunbonnet. On a table near-by lies an open bible upon which rests a pair of spectacles, as if the reader had been suddenly interrupted and had hurried off to attend to some household matter. There are great four-posters in the bed-rooms, and in one a desk where some very famous documents have been written. The quill pens still lie there and in the closets hang quaint, old-time gowns. Pewter and blue ware shine on the kitchen shelves and sometimes, if the visitor be very fortunate, he will find the kettle singing merrily over the blaze of a great wood fire. It is all so real and the house has such an air of occupancy that one expects the outer door to open at any moment and admit that strong, sweet, womanly woman, Abigail Adams, who has, perhaps been out to feed the chickens and comes back with some new-laid eggs in her checked apron.

Don't sniff at her humble employment and her checked apron, dear reader, because, as you doubtless remember, though she never wrote pamphlets or satires like Mercy Warren, she fulfilled the beautiful destiny of wife and mother so faithfully, so intelligently and so wisely that she achieved an honor which has come to no other American woman. She was the wife of one president and the mother of another. She went straight from this simple little New England farm-house to London, where she was presented at court, and she met the honors and dignities heaped upon her with the same fine naturalness which distinguished all her actions.

To the end of her days she was her husband's "dearest friend," and the wife who succeeds in being that knows the deepest, sweetest joy that human life can give.

"But she was fortunate" you say? Call it that if you will, but it would be more exact to say that she knew how to choose a husband. She married John Adams when she was twenty years old, and she was the minister's daughter and of a family dis-

tinctly above that of young Adams, whose father was a farmer and shoemaker. John Adams had studied law, but he was poor, unknown and not a bit handsome, and Abigail's father objected to him as a son-in-law. We can even imagine that he said severe things about his daughter's "throwing herself away," and that he pointed out so-and-so who had a comfortable income and who would make her a much more desirable husband.

But Abigail, who doubtless knew something of John's hopes and ambitions, felt away down deep in her heart, that there was a man who needed her—saw that she could help him to attain success, and she was brave enough to face poverty and hardship in order to do it. "And she had her reward.

The girl of to-day who has reached womanhood and who, naturally and rightly enough is thinking about the "possible man," cannot do better than follow her example. Don't marry a man to reform him—that is not a safe experiment—but don't be afraid to marry one whose fortune is still a part of the beautiful future, if he be honest, industrious and ambitious. It will be a thing which will sweeten all the hardships, to feel that it is your help, your sympathy and your interest which spurs him on and enables him to attain his ambitions. And when he tells you his plans and asks your advice, you will know a happiness which the woman who marries a man already successful, never even dreams of. It is possible for every American girl to attain, in some degree, the happiness which made the life of Abigail Adams, notwithstanding its many troubles and discomforts, one of the most beautiful lives which any woman has ever lived.

Read the letters of John Adams and His Wife and learn what a joyous thing it is to be wife, dearest friend and trusted partner to an honest and ambitious man.

What tho' on hamely fare we dine
Wear bodden grav and a' that
Gie fools their silks, and knaves their wine
A man's a man, for a' that!
For a' that and a' that,
Their tinsel show, and a' that;
The honest man, though e'er sae poor,
Is king o' men for a' that!

Don't be afraid to marry one of the kings!

FRANCES H. WILSON.

Poetical.

The Good-Natured Man.

The man who is good-natured is a blessing to humanity;
You never hear him growling nor indulging in profanity.
He's loved by big and little, e'en the dogs in his community
With wagging tails will follow him at every opportunity.

He gives his only dollar to whoever is unfortunate.
He lends a sympathetic ear to those who are importunate;
No matter how you treat him he will greet you with urbanity,
And set a good example to professors of christianity.

In case he meets a person with a suicidal tendency,
He makes him see the beauty of the world in its transcendancy,
And drives away his blueness with a merry jocularity
That sends the gloomy persons into spasms of hilarity.

This man who is good-natured, never practices duplicity;
The life he leads is honest and a marvel of simplicity;
He never has an enemy; he feels no animosity,
And everywhere establishes a friendly reciprocity.

With him you get acquainted without waiting for formality,
And right away you like him for his unreserved cordiality;
He may be plain of feature, but you never see his homeliness,
For pleasant smiles and kindly tones impress you with his comeliness.

He, being always happy, has a wonderful facility
Of making those around him share and show his amiability;

The good he does in cheering his too much depressed fraternity
Gives them a joyous life on earth and fits them for eternity.

—H. C. Dodge, in *Chicago Sun*.

The Survival of the Fittest.

In northern zones the ranging bear
Protects himself with fat and hair.
Where snow is deep, and ice is stark,
And half the year is cold and dark,
He still survives a clime like that
By growing fur, by growing fat.
These traits, O bear, which thou transmittest,
Prove the survival of the fittest.

To polar regions, waste and wan,
Comes the encroaching race of man;
A puny, feeble little lubber,
He had no fur, he had no blubber.
The scornful bear sat down at ease
To see the stranger starve and freeze;
But lo! the stranger slew the bear,
And ate his fat, and wore his hair!
These deeds, O man, which thou committest,
Prove the survival of the fittest.

In modern times the millionaire
Protects himself as did the bear.
Where poverty and hunger are
He counts his bullion by the car.
Where thousands suffer still he thrives.
The wealth, O Croesus, thou transmittest,
Prove the survival of the fittest.

But, lo! some people, odd and funny,
Some men without a cent of money,
The simple, common human race,
Chose to improve their dwelling-place.
They had no use for millionaires;
They calmly said the world was theirs;
They were so wise, so strong, so many—
The millionaire? There wasn't any!
These deeds, O man, which thou committest,
Prove the survival of the fittest.

—Charlotte Perkins Stetson.

King Labor.

I reign where the anvil's music rings,
As it fashions the burnished steel;
I reign where the crystal fountain sings,
As it turns the ponderous wheel.

My realm is the ocean's billowy crest,
Where the ships of commerce plow;
My sway, where the wild bald eagles nest
On the mountain's craggy brow.

●
Dominion is mine where the palm tree holds
Its fronds and its fruitage high;
And plays with the tips of the fleecy folds
That lazily float the sky.

And jurisdiction is mine alone,
With neither a band nor chain,
In the amber light of the tepid zone,
O'er the fields of golden grain.

My scepter is over the rock-bound ore,
In the hidden depths of earth;
And my hand must lift its treasured store,
Ere it has a passing worth.

And far to the north where the wild winds rage,
My empire spreads amain;
And there I bequeath my heritage
To him that loves my reign.

The rod of empire, too, I wield,
Where the tree of knowledge grows;
And over the heavenly favored field
Where the rose of Sharon blows.

Divine my right, since it is said,
In the book of faith and trust;
"By the sweat of thy brow shalt thou eat bread
Till thy dust returns to dust."

A monarch I, whereso'er you look,
From the torrids to the pole,
While others may rule o'er their little nook,
I reign o'er the boundless whole.
—*Denver News.*

When Papa's Sick.

When papa's sick, my goodness sakes,
Such awful, awful times it makes;
He speaks, in, oh! such lonesome tones,
And gives such ghastly kinds of groans,
And rolls his eyes and holds his head,
And makes ma help him up to bed.
While Sis and Bridget run to heat
Hot water bags to warm his feet;
And I must get the doctor, quick—
We have to jump when papa's sick.

When papa's sick ma has to stand
Right side the bed and hold his hand,
While Sis she has to fan an' fan,
For he says he's "a dyin' man,"
And wants the children round him to
Be there when "sufferin' pa gets through."
He says he wants to say good-bye,
And kiss us all, and then he'll die;
Then moans and says his "breathin's thick."
It's awful sad when papa's sick.

When papa's sick he acts that way
Until he hears the doctor say,
"You've only got a cold, you know;
You'll be all right in a day or so."
And then—well, say! you ought to see,
He's different as he can be,
And growls and swears from noon to night,
Just cause his dinner ain't cooked right,
And all he does is fuss and kick—
We're all used up when papa's sick.

—*Joe Lincoln, in Modernograph.*

The Shores of Silence.

Through the dark, grim gateway of silence
There comes not an echo of sound,
And the land of the hidden hereafter
To men is an untrodden ground.
But why do I strain sight and hearing
To catch but a fragment so small?
Oh, why should I wait for the swing of the gate
Or hope for the future at all?

Ah, sweet in the moments of slumber
The glimpse of a happier land,
And bright is the light and the glory
That falls on the wide golden strand,
For sometimes I see the light shimmer
In fitful but glorified gleams
On the sea and the shore of a glad evermore,
The fanciful island of dreams!

Sometimes in the hours of my waking
I seem to hear music and mirth
That floats out of chaos and silence
And reaches the sin burdened earth,
But I know that the glow and gladness
Is empty as odor and air,
And the music I hear is in some other sphere,
The land of my longing and prayer.

Some time there will be ripe fruition,
And I shall be dreaming no more;
I'll give up the shadow for substance
And sail to that glorified shore.
Ah, then will I lift the dim curtain
And know e'en as I have been known;
My bondage shall break when my soul shall awake,
And my spirit shall come to its own!

—*Indianapolis Press.*

FACE-TIOUS

No Use For It.

Bill Fletcher, a telegraph lineman, doesn't like to wear a hat on hot days. A kind-hearted woman saw Bill one hot day digging away bareheaded at a post hole. So she went into the house and got one of her husband's old hats.

"It is too bad you haven't got a hat. Take this one," said she.

Not wishing to offend her, Bill accepted the offer.

When the work was completed, he went to the door, and, thanking her, said that he could not keep the hat.

"But you must keep it," she said. "You will bake your brains out if you don't wear something over your head this hot weather."

"Oh, no, I won't," said Bill. "I haven't got any brains. If I had I wouldn't be digging post holes."—*London Tit-Bits*.

Unsuccessful Boycott.

Dots—I read here that the Pennsylvania Railroad has placed a ban on women telegraph operators. That ought to do away with pinch salaries and give us fellows a chance.

Dashes—That isn't going to make much difference. The real smart ones will just hustle around and marry into the pay roll. Get the salary while we do the work, see?

C. O. D. Sermons.

Deacon—We don't employ a regular pastor, but get different preachers to preach C. O. D. sermons for us."

Visitor—C. O. D. sermons? What kind are they?"

Deacon—Collect on delivery.—*Detroit Free Press*.

Anxious to Do His Best.

It was a mean trick, but, then, that is the kind that's usually successful.

"That dog," said the owner, "will bring me anything I send him for, and I am willing to bet on it."

Straightway a bet was arranged, and then the manager of the billiard hall suggested that he would like to have the pool table brought to him.

"Certainly," answered the owner of the dog, and he pointed to the table and said, "Fetch it!"

The dog raced around it once or twice and then grabbed a pocket and tore it off.

"Hold on!" cried the billiard man. "He'll ruin the table."

"Of course," answered the owner of the dog, "but if you give him time he'll get it all over here. You didn't suppose he could bring it in one trip, did you?"

But the billiard man paid the bet.—*Chicago Post*.

Sweet and Low.

A young man named Sweet engaged to marry a young woman named Lowe. A few Sundays previous to the wedding the happy couple attended church together, and, as they walked along the aisle, the choir began singing the song "Sweet and Low," entirely unconscious of the musical pun that was being perpetrated. "And all this happened in a city in Michigan."—*Choir Journal*.

A Man of Action.

"Pa, I've painted a picture of Daniel in the lion's den." "Let's see, Jimmy—well, here's Daniel, but where are the lions?" "Oh, papa, he's killed 'em all an' et 'em."—*Chicago Record*.

The Next Step.

"You treated the charge with silent contempt?" asked his guide, philosopher and friend.

"I did," replied the accused official.

"And then with haughty indifference?"

"Oh, yes!"

"After which you laughed them to scorn?"

"Exactly."

"And finally repelled them with indignation?"

"Just so. What shall I do next?"

"H'm! Perhaps you'd better see a criminal lawyer."—*Puck*.

Fireproof.

They were rapidly drifting apart.

"Don't get hot under the collar," she was saying with delicate irony, "or you'll explode that celluloid shirt front."

"What!" he cried. "The shirt front that has had laid trustingly upon it a head of hair as red as yours. Not in a thousand years!"

He laughed last, but they both laughed equally far from well.—*Detroit Journal*.

Woozy and Hazy.

The Chinese Minister had just been to see the Secretary of State. "What was the result of the conference between Mr. Wu and Mr. Hay?" asked a gentleman. "The general uncertainty of Chinese news makes it difficult to say," was the answer. "I have not yet ascertained whether Mr. Hay got woozier, or whether Mr. Wu got hazier."—*Washington Star*.

He Went Away Mad.

"Yes, sir," said Gallagher, "it was funny enough to make a donkey laugh. I laughed till I cried," and then, as he saw a smile around the rooms, he grew red in the face and went away angry.—*Tit-Bits*.

Contradictions.

"Well, Digby, I'm surprised! You're getting gray!"

"Yes, yes; I've got lots of gray hairs and precious few of them."—*Detroit Free Press*.

Decidedly Not.

A young wife came to her mother one day, with fire in her eyes and indignation in her voice.

"Harry told me a little while ago," she said, "that there was no use in calling my hair auburn. He said it was several stations beyond Auburn, on the road to Reading!"

"I would'nt mind that, Clara," said her mother. "It was merely one of his pleasantries."

"No, it wasn't!" exclaimed the young wife, with a saving gleam of humor. "It was one of the unpleasanties!"—*Youth's Companion*.

Tragedian?

It was one day last winter when the theater-going public was all expectant over the coming of Sir Henry Irving. A gentleman sat in a barber's chair while the garrulous little tonsorial artist fussed around. The gentleman knew the barber quite well; he also knew his weakness for things theatrical, and so he was not surprised when the one-sided conversation turned to the subject of the stage.

"Goin' to see Irving?" he queried between strokes of the razor.

"Yes, I hope to," graciously responded the gentleman in the chair.

"That's right," said the authority of the lather brush. "You don't want to miss him. He's the greatest living tradition today."—*Detroit Free Press*.

He Had Learned Better.

The trustees of an insane asylum were making their annual tour of inspection. As they were walking through the grounds they came to a party of workmen repairing a wall. One of the harmless patients, apparently assisting in the work, was pushing a wheelbarrow along upside down. A kind-hearted trustee said to him, gently: "My friend, you should turn your wheelbarrow over."

"Not on your life!" replied the patient. "I turned it over yesterday, and they put bricks in it."—*Ex.*

Our Correspondents

DARKNESS IN INTERNATIONAL DUTIES.

BY JOSE GROS.

IT SEEMS that early in August an Evangelical Congress took place at Carlsruhe with about three hundred of the most representative religious thinkers of that grand progressive nation, Germany, the details having been copied by American papers from the *Chronick*, of Leipsic. That Congress boldly proclaimed as follows: "Germany must become a world power, not only in the interest of its economic independence, but especially because it has the duty of contributing toward the civilizing and developing of peoples that have hitherto not done their duty toward mankind." In different words that was the language used by old Egypt, Persia, Carthage and Rome. They, too, wanted to become world powers in order to spread all over the earth the atrocities of their own civilizations. They, too, needed to do that for the sake of their own economic independence. Don't you see that they had already destroyed the economic independence of their own working masses at home as the advanced modern nations have done with the masses of their own wage slaves in Germany, England, United States, France and Russia? They all lack, and have always lacked, economic independence and any other kind, except that of their respective wholesale monopolists with their absolute power to pocket the wealth of the workers to-day, far more so than done by the monopolists of the nations 2,000 and 3,000 years ago. How can any kind of decent independence be had under monopoly rule, with over 90 per cent of the people in each nation robbed of their

most basic, precious, natural rights, forced to live and die under a boss, with no home of their own because of no land of their own, working with the tools that they have produced and own not, since they belong to those who have not produced them, to the tyrants of the workingmen!

And all that is what civilization means to the progressive religious thinkers of Germany! And they have admirably expressed the views of all the progressive religious thinkers of all advanced nations. We are all advanced and first-class fellows, in proportion as we have the power to rob the weak of their natural rights and tie them up to the chariots of our own pride and greed. Is not that a magnificent Christianity? It was never the Christianity of that meek Jesus, a workingman, who had no patience with the monopolists of his time, but what have we to do with that Jesus, we progressive people? Our progress would go to pieces to-morrow if we dared to realize the teachings of Jesus or tried to respect his sublime philosophy of life. That philosophy rests on meekness, on sound, moral teachings, on the quiet, peaceful power of mind over mind, on the love that gives more than it receives; and we only believe on the love of brute force, on that of getting far more than we give to those we want to convert by humbugging them, by making them feel that we alone are first-class fellows.

Already many years ago, when foreign commercialism was not yet quite as brutalized as to-day, that fine woman, George Eliot, defined foreign commercialism as follows: "Selling cheap and buying dear." That means, in plain language, getting from the unprogressive races \$2 for every \$1 we give them. If foreign

commercialism was not presided over by that infamous desire, then we would never need to go after foreign markets. The foreign markets would come to us. Then foreign markets would not be a question of certain flags floating over certain places. If our religious people, of the progressive kind, or our i fidels for that matter, or men in general if you prefer, had ever had any sense or taste or time to study historical developments, they would have noticed that the most important markets abroad are invariably those in which the foreign flag is yet floating, those in which the people there rule themselves without any idiotic interference from any superior race. Superiority—the feeling of it—has always been the greatest curse of men.

Notice the criminal complacency of that progressive group of men in Germany, the ruler of Germany, reflecting the infernal greed of all rulers, when asserting or implying that the only nations which have done good to humanity are those who send their navies and armies to kill, rob and destroy the weak races all over the earth, unless they submit to become the slaves of foreign monopolists, of aristocracies and plutocracies far away on the confines of the planet, across vast oceans and continents! To what a wretched morality the fumes of Superiority lead, to what unholy concepts we become attached when we waste our time with comparisons between ourselves and other men! An old adage says: "*comparisons are odious.*" Yes, they are odious, repulsive, insane, when they imply that we consider ourselves better than somebody else. All remnants of common sense then quit our brains, and we become useless to accomplish any good. We remain then the victims, the slaves of our own conceit. We have no eyes to see any truth, no ears or feelings to perceive the beauty of the moral law, no responsive cords in heart or soul to any noble ideals. The whole horizon around and all the skies above are then dark with the diabolisms of greed.

The darkness to-day in the question of international duties is dreadful. And it

permeates the men whom the world considers as the best. But then, the world has so far been a chaos because of the chaotic condition of those very men, the most brilliant and influential in each nation.

If from those brilliant men you drop to the masses by those men called the rabble, the unwashed, the proletariat, the populace—what do you find there? The reflected aberrations of the brilliant men. And we can hardly blame the poor fellows. Their harsh lives are not easily conducive to mental independence. Therefore, when our brilliant minds hollo for conquest, assimilation, expansion abroad, having the flag (our own) over men who have the natural right to have their own flag, then the plain people follow, even if it is only for the variety in the reading of the daily paper, that great modern atrocity, and so for the amusement of revelling over bloody battles, destruction of property and human misery. Again we say: "Oh, Father, forgive the plain people. They don't know any better; their churches and schools have not taught them any better.

We cannot be quite as lenient with the brilliant men of the powerful nations. They have received the opportunity to know the truth and so what is right and so what is honest. Hence, they ought to know that in the mind of an honest, truthful, righteous God, no nation has even the right to exist, much less that of real happiness and prosperity, which does not grant to all other nations or outside social groups, all the natural rights she may claim for herself. Self-government and free production are the principal among those natural God-given rights. No advanced nation has yet had moral courage to establish those two rights at home. Can they establish them abroad? No. They can only enforce, abroad, the iniquities they enforce at home.

THE REMEDY.

To state a condition and define the cause is to indicate the nature of the remedy.

To those who have followed the course of reasoning herein pursued, and who accept it as true, it will already have appeared that the remedy must be essentially

industrial and not political. The political will have its place in the process; but it will be auxiliary and ancillary, supplementary and completing to the industrial, following, and not preceding it.

Whether there ever was a time in the history of our country when the readjustment of ownership to a basis of material justice through social responsibility might have been effected wholly by political means, it is perhaps not now profitable to discuss. That it was not so done, is perhaps conclusive that, practically speaking, it could not have been. Whether it can yet be so effected, is another question to which attention will for a moment be directed; peacefully effected, of course, I mean, for with war and revolution this scribe in this work has nothing to do. That it cannot be so done would seem to follow from those axioms of social law that ownership creates and controls government, and that the grasp of ownership upon government can never be broken except by force.

That the non-owners can never peacefully effect it by political means would to an ordinary observer appear a foregone conclusion, for to such it is a very evident fact that practically the "right" of suffrage is to this class but permissive and dependent for its free exercise upon the power of their "owners," virtually, and as much so for all vital, practical purposes as such a "right" would have been to the chattel slaves with reference to their master's ownership.

Whether or not the large constituency of small "owners" may be able to combine against the large owners and their vast army of servants and retainers, and one by one reduce their industrial holdings to "public" ownership, is the only question. That this has been their policy and method in the past must be admitted, but force was always then the successful weapon.

May the ballot now effect in their hands what formerly required the sword.

From the indications of the times, there is no doubt that such an attempt will soon be put to an issue. That it will fail, there are many reasons for confident belief. First, because the grasp of ownership on

government that is vital and masterful today is the grasp of the large owners. Control is in their hands; control not only of the machinery of politics and government, but of agitation and education so necessary to a revolutionary exercise of the ballot, and the indications are that, in accordance with our axiom, they have already determined never to release this grasp peacefully; second, the small ownership, though large in numbers, is not so really, for their ownership is virtually only apparent, as may be seen by the power of political coercion, which, through trade, commerce and finance, the large ownership is enabled to exercise over so large a part of them; third, and last but not least, there has already been developed an ownership (class-consciousness, so to speak), which must necessarily still further divide the party of small owners and tend to prevent united, consistent and harmonious action. There are other reasons; but perhaps these are enough to give serious pause to the hope of peaceful, political relief alone. For he who can believe that any class or party loaded with these impedimenta can break through the obstacles of party politics, bossism, corruption, indirection and betrayal, thence through the difficulties of the divided powers of government—legislative, executive and judicial—all of which for effective action must be concurrently possessed, and finally through constitutions, amendments and interpretations, and by these means at last successfully reorganize industries to a basis of public commonwealth—he, I say, who can believe all this, must indeed be a hopeful creature.

There may be those who will take issue with the statement of fact that large ownership has already determined never to release its grasp of control (government) peacefully; but in the presidential campaign of '96, where for the first time in any open and extended way, the lines of hostile conflict were drawn between the small owners and the large, those who were in touch with plutocracy know that such a determination, implacable, unyielding, and with the power to enforce its will, rode impudent and ill-disguised through all that masque of party contest.

Its threat was all but publicly and officially made, and its purpose shown but with small pretense of concealment. That it still exists, always necessarily has and will, the economically well-informed have never attempted to deny. The fact is, that in popular government, politics and party strife are but the veiled contests among the brotherhood of ownership. As long as those contests are only for special privilege and passing advantage, with always a chance of reversal, all is well. But let the contest involve the issue of ownership itself, by the one party or the other, and at once the good humor of the gamblers disappears. It at once means rebellion, revolution, internecine war, bloody and to the hilt of the knife. That was tried once in this country on slave-ownership, and the mightiest civil war of history was precipitated. Try it on capital-ownership, and the "rebellion" of '61 will go down to second place in the history of wars. The cold truth is, that under present industrial conditions, suffrage is but a bauble to keep the "people" quiet, and which they are "free" to use so long only as they threaten no vital danger to the government of ownership; and the sooner the small owner and non-owner come to understand that, the better for them and their children and all mankind.

No, the peaceful application of the remedy will not be effected wholly, nor even mainly, by political effort.

The storm of conflict that for ages raged about "government" ostensibly *per se* has long since passed to another, and the only real, point of interest to mankind. When the people secured the right of the ballot, then to all practical intents and purposes the political conflict ceased. Political government has never meant anything to the people except a means of making individual physical power responsible to society. This power being the one which first violated the primal social law, it was natural and right that it should be the first to be restrained. But when the ballot was gained, and public positions, originally gained and held by physical force, were made responsible to the people, the political battle was virtually ended: methods of election, legislation and execution are but

matters of detail. The principle has been won; for it is now universally conceded that physical force and all that naturally and obviously represents it in society, must be made responsible to society.

To attempt to use the ballot to readjust the basis of ownership is a very natural but a very serious error. The ballot is only an agreed-upon method of making force responsible. Society has never so agreed in reference to ownership. It never will, for irresponsible ownership will never peaceably so consent. But you will remind me that I have said that ownership controls government, and therefore you will say that the people's victory over government was also a victory over ownership. Not so, for at the time that victory was won, the personnel of ownership was wholly (by convention) and largely in fact disunited from the personnel of government. That is to say, ownership had then already come to rule, as it does now, by indirection and not direction, and the only thing settled by the winning of the ballot was the responsible exercise of force.

I must remind you, too, that the ballot was not won by the ballot, it was not won by peaceful means, but by force battling against force; the organized force of the many weak against the organized force of the few strong, or the few that originally represented superior strength; the force of the people organized with a view of contesting irresponsible force, organized with a view of perpetuating itself in official power, and after victory won making the whole responsible.

Political government, therefore, represents only the control of irresponsible force; and modern ownership, the offspring of the latter, having repudiated its father now that succession could be effected by peaceful means, was the principal factor in his overthrow, and now keeps his cunning grasp upon the new associate with the double purpose of seeing to it that the control of his deposed father is effectual, and that the neophyte does not disturb his possessions. Or rather, perhaps, it were more nearly the truth to say that in its latest analysis and in fact the victory of suffrage was not exactly a victory of the "people" after all. It was but the culmina-

tion of the title of ownership that, from the beginning of the establishment of government and its forms of succession, had been spreading in larger and larger circles from the despot towards the people. As ownership spread to these larger circles the potentialities of government moved with it, and each promptly organized to depose the force still officially represented by the old circle and enthroned its own, making it responsible to its circle alone; and when popular suffrage was obtained, it was but a method of announcing to the world that ownership had reached a circle of holders so large as to embrace a large majority of the people, and it was then naturally thought because the force then enthroned and made responsible, represented so numerous a constituency that the question of the responsibility of power was forever settled.

Under ancient conditions such would probably have been the case; but unfortunately for such a result, just at the time that ownership had reached its last and widest circle of constituent holders, the modern facilities and opportunities of industrial organization sprang into being, and the tide of ownership was turned. Faster and faster its circle again contracts; faster and faster it flows from the people and faster and faster it ebbs away toward the despot, and the people are realizing that political privilege without ownership means nothing. That without it, suffrage is but the form of freedom without is substance, and the ballot but a bauble with the power to effect nothing.

But though it is not through the exercise of political powers that relief must come, yet it is to the lesson learned in the political struggle and to faculties and powers therein first developed and nourished, that we must look for the methods by which relief must be effected.

We have already seen how in the struggle for the ownership of government, as the circle of aspirants widened from about the single despot to larger and larger bodies of men, the faculty of organization was developed and its power more clearly apprehended. Also how, as the numbers of shares in control grew and the impossibility of the personal participation of all

was finally made manifest, the idea of responsible administration of power was born and made a determining factor in the final solution of the political problem.

It is these lessons that must be learned anew by the people in their application to industrial ownership.

The responsible administration of industrial power must be the slogan of the new crusade for the people's rights, and it can only be realized through industrial organization.

CLINTON BANCROFT.

REVISION—CONSTITUTION.

ARTICLE XVIII.

Section 1. The salaries of the General President, General Vice-President and the General Secretary-Treasurer, and the pay per diem of the Board of Directors, shall be fixed by the Grand Division at each biennial session, payable monthly, and each officer shall be allowed his necessary expenses when traveling on business of the Order.

Sec. 2. Within ten days from the close of the previous month, each officer shall render a statement to the Board of Directors of his expenses for the previous month, and if approved by the Board, shall be paid.

Sec. 3. The members of the Board of Directors shall be allowed pay per diem and their necessary expenses when traveling on business of the Order, or transacting the business of the Order away from their home.

ARTICLE XIX.

Section 1. There shall be maintained an official publication of the Order known as THE RAILROAD TELEGRAPHER, which shall be published monthly under the management and editorship of the General Secretary-Treasurer.

Sec. 2. The subscription price of THE TELEGRAPHER shall be one dollar per annum, which amount shall be charged per capita to each Subordinate Division of the Order, in return for which the General Secretary-Treasurer shall mail to the given address of each member of the Order, whose subscription is paid in proportion

semi-annually in advance, a copy of each number of THE TELEGRAPHER published.

Sec. 3. Any person not a member of the Order, may subscribe for THE TELEGRAPHER, and it shall be regularly mailed to them, provided the subscription is paid in advance.

Sec. 4. The rates of advertising, the business management, and the publication of THE TELEGRAPHER in general, shall be under the direction and approval of the Board of Directors.

Sec. 5. The accounts of THE TELEGRAPHER shall be kept separate from the general expense fund of the Order, and the proceeds derived from its publication, after all expense has been paid, shall divert to the general fund of the Order.

Sec. 6. No Subordinate Division, member or members thereof, or member or members of the Grand Division, shall issue any paper, journal or magazine representing the Order of Railroad Telegraphers or any portion of the membership of the same.

Sec. 7. Except in case of Subordinate Divisions addressing their own members, no Subordinate Division, member or members thereof, shall issue any circular or petition to Divisions or members of the Order without the same being first approved by the General President and attested by the General Secretary-Treasurer, which certificate of approval shall accompany the circular.

ARTICLE XX.

Section 1. There shall be maintained as an auxiliary to the efficiency of the Order, a Protective Department, and every member of the Order shall be subject to the laws, rules and regulations governing it.

Sec. 2. Each division or subdivision of railroad under a superintendent or separate management, under whose head or supervision there is employed members of the Order, shall elect by ballot, a Local Board of Adjustment, consisting of members receiving the highest number of votes, which number of members shall be designated in the by-laws of the Subordinate Division having jurisdiction over such Boards.

Sec. 3. The Board in turn shall elect a chairman, and the chairmen of all the Local Boards on a system of railroad whose jurisdiction has been determined by the sovereign body, shall constitute a General Board of Adjustment.

Sec. 4. A per capita assessment of one dollar and fifty cents shall be charged each Subordinate Division of the Order semi-annually in advance, and the same be paid into a protective fund to be used as designated by the laws of the Order.

Sec. 5. Should an emergency arise to necessitate the use of the protective fund, and the amount on hand prove insufficient, the General President is authorized to levy an extra assessment direct upon the membership of the Order, and the respective per capita tax shall be charged against each Subordinate Division.

Sec. 6. When the accumulations of the protective fund reaches the sum of fifty thousand dollars, the per capita assessments shall cease when ordered by the Grand Division in session assembled.

ARTICLE XXI.

Section 1. There shall be maintained a Mutual Benefit Department for the advantage of those holding certificates therein, the funds of which shall be kept distinctly separate from those of the Order and used only for the calls and purposes of the Department. Nor shall the funds of the Order be used in connection with the Department, either as loans to be reimbursed or as sums to cover deficits.

Sec. 2. The cost of maintaining the Mutual Benefit Department shall be sustained by the funds thereof.

Sec. 3. The General Officers of the Order shall manage the affairs of the Department according to their functions, and subject to the laws governing the same.

Sec. 4. Every person making application for membership in the Order shall also make application for a certificate in the Mutual Benefit Department for a specified amount.

Sec. 5. Rejection of an applicant for a certificate in this Department shall not debar a person from becoming a member of the Order.

Sec. 6. Neither the standing of a member of the Order in this Department, nor the discontinuance of their certificate holding therein, shall affect their membership in the Order.

ARTICLE XXII.

Section 1. Amendments to this Constitution can only be offered by duly elected representatives to the Grand Division and the privileged members thereof.

Sec. 2. All alterations and amendments shall be in writing and filed with the General Secretary-Treasurer sixty days before the time of meeting of the Grand Division, and shall be considered in the order in which they were filed, unless otherwise desired by the Grand Division.

Sec. 3. The amendment shall be to "strike out," to "insert," to "strike out and insert," to "strike out and substitute," and shall quote the matter to be dealt with, and the section in full as it will read when so altered or changed.

Sec. 4. Amendments may be amended when before the Grand Division for action, provided that such amendments do not destroy the intents, purposes and object of the original amendment.

Sec. 5. By common consent, or by three-fourths vote, any amendment not regularly offered sixty days before the time of meeting of the Grand Division, may be entertained and acted upon.

Sec. 6. All amendments to the Constitution shall be referred to the Committee on Law, and thirty days before the date of meeting of the Grand Division the General Secretary-Treasurer shall cause the same to be printed in convenient form and in sufficient numbers to mail two copies to each Subordinate Division, and supply each representative with one copy at the session of the Grand Division.

Sec. 7. A two-thirds vote of the representatives and privileged members of the Grand Division present and voting, shall be required to adopt any amendment to this Constitution, and such amendment shall not be operative until sixty days after the adjournment of the Grand Division, unless otherwise ordered by a two-thirds vote.

Thus endeth the Constitution as revised, which is practically the Constitution of the Grand Division and of the Order. In view of having no Constitution for the government of Subordinate Divisions, the statutes must practically take the form of a Constitution for subordinates, and be at the same time the by-laws of the Grand Division. It was not as easy to work these things out as it is to sit down and read them, and especially when it was a matter of reorganization of the whole subject with constitutional and statutory provisions mixed in almost hopeless confusion. We thought of making notes to show where each thought was taken from in the old which comprises the new, but the burden was too great for the probable utility and appreciation, so we contented ourself with the thought that common sense and intelligence would be sufficient to convince at least the majority, of the justness and the exactness of the revision, without striving to prove that personal fancies hadn't been injected in place of what actually existed.

STATUTE I.

Section 1. A Subordinate Division of the Order of Railroad Telegraphers shall be organized as follows: A President, Vice-President, Secretary (if necessary, Assistant Secretary), Treasurer (or Secretary-Treasurer), Senior Past President, Junior Past President, Marshal, Inside Sentinel, Outside Sentinel, and the members within its jurisdiction.

Sec. 2. All Subordinate Divisions of the Order shall take the name of their location or of the system of railroad which they represent.

Sec. 3. Each Subordinate Division shall have jurisdiction over all members on its roll, and such members shall be amenable to it alone, subject to the laws of the Grand Division and appeal.

Sec. 4. The officers of Subordinate Divisions shall be annually nominated at the first regular meeting in June, except the Marshal, the Outside and the Inside Sentinels, who shall be appointed by the President on the occasion of the installation of officers.

Sec. 5. Representatives to the Grand Division shall be regularly elected under the same conditions as the election of officers at the regular election preceding the biennial session of the Grand Division.

Sec. 6. Any member of a Division regularly receiving the nomination for office, who is free from all charges on the books of whatsoever kind at the time of election, is eligible to election to the office for which he received the nomination.

Sec. 7. A majority of all votes cast shall be necessary to elect, and should there be no choice on the first ballot, the candidate for office receiving the lowest number of votes shall be dropped, and so on with each succeeding ballot until a choice be made.

Sec. 8. The installation of officers shall be done at the first meeting in July and in due form, and the installing officer shall report to the General President the names of all officers installed by him, and a dispensation shall be required to install any elective officer at any time other than at the appointed time of installation.

Sec. 9. No Subordinate Division of the Order shall be opened for the transaction of business without a quorum present of three members in good standing.

Sec. 10. In the absence of the President and Vice-President, a Past President shall preside, and in the absence of such, any member of the Division in good standing shall preside.

S. W. HILLER,
Sta. B., Philadelphia, Pa.

FROM THE LONE STAR STATE.

I received a letter from an old friend of mine a few days since, who has risen from a telegrapher to that of an official on a certain road in Texas. It reads in part as follows:

"Of course it's a great source of pleasure for one to realize that he has helped his fellow-man, especially one in as menial a position as that of telegrapher usually is, and it takes a brave spirit to enter into a schedule-making scheme, knowing, as he does, that the friendly relations between himself and employer are forever severed.

"This may seem rather a strange asser-

tion to you, but to me, who has realized the truth of the statement more times than once, there is nothing strange about it. No matter how friendly an employer may appear, the 'gulf' is between them and immovable; and while it may pay a man for a short time to be one of many that forces a company to their terms, my experience and observation has taught me that in the long run it's a losing game, that is, if a man expects to reach higher than an operator or agent.

"Don't understand me to say I believe in scabbing or anything of that sort, but if a man works for a company and that company gets in trouble, I believe he should be 'loyal in his position,' provided that he is not a member of an association or order: in that case he is in duty bound to recognize their instructions. You will find, if you live long enough, that the Order of Telegraphers think the world of you and make you believe you are the 'only pebble, etc.,' just so long as they can use you, but the minute you fail to be of any further service to them, that minute will they drop you.

"Am glad you got your raise and hope you will continue with the X. Y. Z. Co., for it's a good road, and a fellow is in luck to have a good job with them."

My friend Joe has stated the case mildly from an employer's standpoint. I wouldn't accuse many employers of admitting that there was "Pleasure in helping your fellow-man"—secure a schedule; neither do I think they (as a rule) object to "scabbing;" but the balance of the letter is pretty good company doctrine. There are several objections to this doctrine from an employe's point of view.

In the first place, what makes the position of telegrapher so "menial?" Is it because telegraphers as a body are satisfied with a menial position?

Evidently it is not, or they wouldn't go into the "schedule-making scheme;" especially when it takes a "brave spirit" on their part to do so. Now, why should it take such a "brave spirit" on the part of telegraphers to even attempt to better themselves?

If the relations between employer and employe are so "friendly," why is it neces-

sary to "become one of many" and "force" the employer to grant justice?

It, after a schedule has been secured, "friendly relations are forever severed, and a gulf immovable is between them," whose fault is it? Isn't it a fact that those "friendly relations" were assumed in the first place for a purpose? If you, as a farmer, can hire me as a laborer for fifty cents a day, when you know I'm worth \$1.00, it's worth your while to be "friendly" just fifty cents worth. Of course, when I find you are not dealing justly with me and "force" you to pay more, all cause for the friendly racket ceases, and it resolves itself into a mere matter of business, and instead of "friendly relations" I receive cold cash.

The employer claims that an employe who "enters into a schedule-making scheme," is not "loyal to the company," and "that in the long run he will find it a losing game." That's pretty tough on the employe, ain't it?

Of course, if he don't like his job he can quit.

If he does quit, and is "lucky" enough to secure employment with some other company, he very probably finds as much "loyalty" is required for as little salary as company No. 1, and then what's he going to do? Commit suicide? If he has a "brave spirit" he will immediately become "one of many," go into a "schedule-making scheme" and "force" the gentleman of "friendly relations" to his terms.

"Loyalty to the company" is all right, and I believe in it to a certain extent, but there is a point where it ceases to be a virtue. Like its twin brother, "Patriotism," it is often used as bait for suckers. Your "loyal" employe and patriotic subject too often act the part of the cat in that old chestnut comedy. For instance, when Tom Jefferson, Tom Paine and a few other Tom, Dick and Harrys came to the conclusion that "friendly relations" wasn't paying for their English breakfast tea, they went into a "schedule-making scheme." Some of the colonists remained "loyal" (most of this class were officials or thought they had a pull). The first schedule prepared by the "Liberty or death" crowd was simply a request for a

little less taxation and a little more representation (which meant the same to them that more pay and less raw-hiding does to us).

King George, who was president and general manager at the time, refused to deal with them, "except as individuals"—a la Scab Route—but Patrick Henry, who was something of a walking delegate, said "United we stand, divided we fall," so they stood "united," or as Joe says, "one among many." To diverge a little, it has been my "experience and observation" that it's always better and more is accomplished by being "one among many" than to be one by your lonely. The best proof of this is the objection of all employers to dealing with employes "except as individuals."

George Washington, who was president of the Colonial "Order," when he saw General Manager George was bent on destroying their Union, declared a strike, and not only stated his belief in Unions, but that employes had a right to "Life, liberty and the pursuit of happiness." He went so far as to say they could run the road without the assistance of the company, and if run for the mutual benefit of the employes, the employes would be better off. On top of all this he denied the "Divine right of kings," which was as radical a statement in those days as to deny the "rights of capital," or interest on watered stock would be to-day.

Of course, General Manager George sent him a clearance "Discharged for disloyalty to the company," and sent a man named Cornwallis along with it to relieve him from duty. Truthful George refused to be relieved and wouldn't even allow Cornwallis on the right of way, and although the official Torys remained "loyal" and old Arnold scabbed, he finally "forced the company to his terms." Thus ended the first stroke for recognition and better treatment in this country.

To return to Joe's letter, he says, "The Order of Telegraphers will make you believe you are the only pebble, etc., and then drop you the minute you fail to be of any further service."

That is the kettle calling the pot black with a vengeance. Nobody would ever accuse a railroad of such ingratitude. He

must have heard about Tom Paine's case. It seems that after the strike of '76, Paine went over to France to do a little agitating. Finding his colleagues over there were being dominated to a great extent by the Boxer element, and that they were following the "thousand cuts" (1,000 to the minute) policy too freely, he remonstrated with them and they threw him into the bastille (a sort of Idaho bull-pen). To make matters worse, Washington could have secured his release, but on account of difference in religion, or because he "failed to be of any further service," he "let him drop."

This was shabby treatment after the good work Paine had done, and it may have hurt his feelings, but he knew the principles upon which his "order" was founded were good, and he lived up to them until his death.

A man hasn't the "order" spirit (his motives are selfish) if he fails to unite for fear he will be dropped. The motto of the O. R. T. is "The greatest good for the greatest number." That of the individualist (non-union man), whether he is aware of the fact or not, is "Look out for yourself, and to hell with everybody else."

Christ said, "Do unto others as ye would have them do unto you." Who more nearly follows Christ's teachings, the individualist who rises at the expense of his fellows, or the Union man who assists them to rise with himself?

CERT 55.

MR. GILHOOLEY ON GRIEVANCES.

"Did ye ever see a man without a griev'nce," asked Mr. Finnegan.

"Thares not minny av thim that I kin show ye, thats certain," replied Mr. Gilhooley, as he placed the cat on the window-sill to see out, "but if ye'll show me wan, I'll show ye a lobster. He's a continted man that, that has no grievance, an' shud take himsilf off to Chiny an' jine th' missioneries. His time won't come quick enough in this counthry to make a saint out iv him. Y'see, Finnegan, if that shallow head iv yures could grasp on t' the sitiuation, ye'd undtherstand that they'd be no comfort in livin an'

wurkin' on a sillary iv noine a week an' supportin a family iv sivin, if we had no kick comin'.

"Ye take th' Prisidint iv th' White House. He has griev'nces to burn. The bell-hopper lights his cigaritts with thim an' th' ould naygur scrub woman feeds thim to her nanny-goat. Th' prisidint shows his hand in Turkey an' Chiny with a griev'nce stickin' out between each finger, like a grafter at th' fair wid tin dollar countherfits. Th' Turk jist dumps th' ashes from his corncob on Willum's hand, an' th' Impriss Dowager gives him th' laff. He tells Prince Tin Can to cut it out, an' they go on cutting an' tortrin all th' harder. Thin he backs up his demands wid a mannyfisto by cablegraft, an' sinds King Hang Sue th' red ink page iv th' Noo Yor-rk *Journal*, an a pictoor av Tiddy Roosevilt puttin' th' Spanyards to rowt on San Juan's Hill, but it don't jar ould Hang fur a minnit. Thin me bould Thrust prisidint takes a thrip to Canton, Ohio, whare th' people don't see th' pa-apers, an' he tells thim in his after-a-pink-tay speech how he ixpicts to be ray-ilictid throo his wondtherful sthroke iv policy in captoorin' Aggynaldo, an' rescuin' his riprisintative from th' chop sooy aters in Pekin, an' another sthroke, that he does'nt minton, in th' Coor Deleen Bull Pen. Yis, indade, th' prisidint has his grievances wid th' people, an' th' people have a bigger wan wid th' prisidint, an' if it don't all com eout in th' washin' nixt Novimber, ye can put me down as second uncle to a billy-goat.

"Here's a siction hand on th' Intercolonial railway in Canada, a good road, Finnegan, to niver wurrk on. Wat griev'nce has he? Sure'n its not much iv a wan in the eyes iv th' boss who's a good lad in th' eyes iv th' thrackmaster, an' belongs to the same church, no matter wither th' deacon is a counterfitter or not. Sez he, 'I'm out at me wurrk tampin' ties an' linin' up, rain or shine, for a dollar an' noine cints a day,' he sez, 'thru as I tell ye. Th' boss, dang him, always has a rail out foive miles from th' shanty ivery time it rains, so av coorse we don't go in till we're swimmin'.' sez he. By rights th' man shud git wan dollar tin a day, according to the Queen's latist promulga-

tion in raygard to th' poor, but they dock him a cint, to pay fur th' litheratchoor disthributid at his death, to notify th' survivors av th' man-killing systim that he's dead, an' may he requie scat in pace, which is Platho-Frinch fur 'th' divvil wid him! An' thare advycatin governmint conthrol iv railroads in this counthry afther that. Faix, whin Mark Hannah has anything to do with grantin me leave iv absince, I'll quit th' bisniss an' go to raisin' ducks in Australia.

"Th' governmint conthrols th' ar-rmy an' wats th' soldiers kick. To be a tilly-graft apperaytor in a foort, ye inlist three years at a sillary iv tharteen a month an' found, besides fifty cints a day exthry jooty pay, makin' twenty-eight or mebbe tharty dollars a month if yer a good hand-shaker. Thats in time iv peace. Whin war breaks out, which its in th' habit iv doin' ivery day, yer exthry jooty pay is rejooced to nawthin' and yure tharteen becomes fifteen sixty to square th' kick, an' whin ye come to dhrav it, ye find half iv that goes to th' dirthy ould canteen. Start me out canvassing fur a book on 'How to git rich on Governmint Pay,' an' if I don't make more'n fifteen sixty, I'll eat th' book an' inlist fur Chiny.

"Th' Gin'ral Manager iv th' Big Foar sez to th' dillygation iv implies—thare th' rale la-ads with a griev'nce—as they file into his office, booted an' spurred an' gagged: 'So ye have a griev'nce,' sez he, 'Well, its news to me. G'wan wid yure sthory an' mebbe I'll condescind to pass yez all home in time fur supper,' he sez, 'or p'raps ye'll git yure time an' walk, accordin' to how sthrong ye put it,' an' he kicks over th' waste baskit to cross his legs an' puffs on a cheroot. 'Well,' sez th' dillygation, 'We take th' thrubble an' opperchunity iv informin' ye that th' first an' foremost thing is, yure slave-driver iv a soop'rintindint won't listin to us, but sez he's not at home, not aven to you'—

"'Th' divvilskin—what else,' sez his majesty. 'We can't git innny more passes to Sin Francisco whin we want thim,' sez th' spokesman, 'nor aven a pass over our own division, to go in town an' git drunk wanst a week'—

"'G'wan wid yure tale,' sez th' main guy. 'Wan iv yure low-down conducthers rayfused to take me an' me bicycle a dist'nce iv fure miles, an' I want me money back,' sez he. 'Sum iv us carries th' mail bag—we want ixpriss thrains to stop an' hand it off to us like gintlemin, an' not throw it at us as if they were playin' tin pins, or hittin' niggers heads wid a yarn ball—its outrageous and abominable threatmint.' 'Is that all iv it?' sez his highness, 'Well, ye can cut th' rest iv it out, an' whin th' Prisidint rayturns from Europe, ye kin tell it to him. If he gits killed by th' Boxers in Hoongaria an' don't come back, ye can forgit it, an' thank yure stars that yure not a missionary or a foreign Minister in Chiny.' With that he straightins up th' waste baskit an' rings fur th' p'lice.

"Thin th' dillygation goes out talkn' billin'gate. Wan sez 'he's a dirthy loafer,' anither sez—'th' discindint iv a thrain robber is a saint compared to him,' an' anither wan calls him an 'ould slipshod tarheel.'

"It sounds to me," said Mr. Finnegan, "like so much blitherin'."

"Well, mebbe so," said Mr. Gilhooley, "but I may as well have me hand in it as th' men with th' griev'nces who ixpicts thim all to ind on th' first prisitation."

MISSUS FINNEGAN.

EXPRESS COMMISSIONS.

"The time is ripe, and rotten ripe, for change; Then let it come. I have no dread of what is called for by the instinct of mankind. Let us speak plain; let us call tyrants, tyrants; For men in earnest have no time to waste In patching fig-leaves for the naked truth."

—James Russell Lowell.

For some months past, the subject of "Express Commissions" has had the right of track in the TELEGRAPHER, but no real progress seems to have been made toward arriving at a satisfactory solution of the problem. And yet, trifling as it may seem, it is a question of much importance, and has such direct bearing on the material affairs of a multitude of railroad telegraphers everywhere, that a speedy solution is most imperative; or, as one brother expresses it in the May number, "It is time an effort be made to check their growing impositions." But none of your corre-

spondents apply their reformatory ax to the root of the evil. Instinctively they feel that something is wrong, and naturally they seek to adjust it by adjusting commissions to a little higher level, forgetting that to destroy an evil you must attack the principal cause and not one of its lesser results.

When the General Committee of the O. R. T., of the Southern Pacific System, met in San Francisco to compile a schedule of rules and wages, they steadfastly ignored the sliding scale system of local ticket commissions, and it was abolished. It is believed, however, that the abolition of ticket commissions was a feature of the work quite acceptable to the management, as they never opposed it. The same course was pursued in committee regarding express commissions, but in conference with the management they were continually dragged in and entered into every calculation fixing the salaries of agents at stations where the agents served both companies.

Now the sliding scale system of paying labor partly in commissions and partly by a fixed salary, is one of those old customs and habits which grew out of the schemes of managers of railroads in early days to exploit their employes at a time when labor was practically unorganized, and railroad and express companies were passing through an experimental stage. Railroads were then new and the outlay for building and equipping them was immense; the country, too, was new and comparatively unproductive. Capital was more democratic and unorganized, so to speak, and great combinations were unknown then, which are common to-day. Competition ruled, and managers found it imperative to feel their way carefully and not involve their ventures in bankruptcy, and retrenchment, if not excusable, was at least expedient; and so the sliding scale sprang into existence as a sure-thing measure of economy and profit.

But things have changed since then. The roads have been built and equipped; combination has succeeded competition; population and production have increased, and railroad and express revenues have correspondingly multiplied. Yet withal, la-

bor's share is less to-day than it was twenty or thirty years ago. Not due altogether to the sliding scale; we do not charge that; but it is as much out of place in railroad economy to-day, as would be a return to the old hand brake in the operating department. The sliding scale has outlived the purpose for which it was created, and express commissions must go. There is no other solution of the question in sight. They are an heirloom of competition and ante-organization days, and it is to be hoped that they will soon be abolished and railroad companies made responsible for a level minimum compensation commensurate with the responsibilities of agents who act for both companies.

With the exit of the express system of commissions, there will quickly follow the express bond abomination. There is no good reason why the employes of the railroads of the country should support more than one surety company in the United States, and that should be a Mutual Surety Company; and still less is there reason why they should furnish two bonds in one company. If the Orders and Brotherhoods of railroad employes can organize, operate and support Mutual Benefit and Insurance systems, they can devise and operate a Mutual Surety system. And it will be done. I believe other railway orders would join us in this undertaking if once a beginning is made, and it would seem that the several hundred thousand employes so represented should be able to organize and carry on such an enterprise most successfully.

But a more important end is to be served than the immediate business object contemplated. The bane of organized labor to-day is lack of an object founded on principles that will permanently settle the "labor problem." The truth is, organized labor has never made its standard of demands conform to its rights. It has never given its membership an objective really worthy of the justice that is their due. It has never placed before them the only true remedy that can ever be of any permanent benefit to them. Organized labor is entitled to nothing less than the ownership of the industries it operates. No objective less than this will ever permanently

hold it together from within. Labor organization should be for business, the business of ownership finally and principally. And as we are engaged in a business, as we are operating an industry which requires us to support surety companies with their legion of overpaid managers and underpaid employees, let us organize a Mutual Surety Company with banking functions, and let all profits over and above the actual labor-cost of operating the department be appropriated, as soon as a sufficient fund has accumulated, to build a Labor Temple in some central city, to be occupied by labor organizations of every character.

It will be found, too, that the problem of federation will be solved in the organizing of a surety company, and the building of a Labor Temple. Common ownership, common interest, a common cause as manifested in these undertakings, the first step toward the Co-operative Commonwealth, will solve it. But a federation loaded down with a constitution like the one which has just gone to pieces, is no federation at all, be it called national or system. It is the example of such a federation before them which has caused the indifference among the membership in voting for system federation, as shown by the result of the ballot recently taken on the question in Division 53. But let the object of federation once hinge upon the question of ownership and control of a corporation for a business that always has and always will be supported by wage-earners while the bond system lasts, and which is so vitally related to all holding positions of trust, and a common interest will be at once developed that will never degenerate to indifference. Let federation be founded upon mutual interests, and not upon a possible struggle for a little better schedule of wages, and the Orders and Brotherhoods will soon become so strongly welded together that Croesus can never break through them. Federation is organization, and it cannot be repeated too often nor emphasized too strongly, that labor organization should ever keep the goal of ownership steadily in view, for only in so doing may industrial progress be made.

Give us that objective, and a new era in labor organization will be inaugurated. Give us that and there will then begin to be the only true Industrial Order. Give us that and no longer will injustice be perpetrated against employees by bond companies exploiting them for profit. Nor would there longer be defaulting agents, for one could never hope to escape the watchful eyes of the hundred and more thousand detectives in telegraph office and on train that would be at once created by ownership in such a Mutual Surety Company.

Surely when industrial strikes and chaos and political strife and wars are raging all about us and all around the world, it is no time to neglect our opportunities nor to shirk our responsibilities. Labor is more than doubly bonded now. Yet those bonds may be broken by superior organization and the exercise of labor's inherent powers, if action is not delayed too long. But soon it will be too late, for the master is awake and while the slave has been sleeping he has fastened bond after bond upon him; and to-day he is plaiting the cords of another bond that may only be cut by the sword.

CLINTON BANCROFT.

Huron, California.

EXPRESS COMMISSIONS AS I FIND THEM.

The worthy brother holding Cert. 2219 begs the issue in his article in our August journal. We are not discussing mathematics, and while he sarcastically refers to my "Wonderful knowledge of this subject," yet he does not in any way contradict the figures; it is rather unfair to speak of an article in such a general way. If he will, provided he can, dissect the article clause for clause, possibly he can be shown the error of his way.

Referring to his article, following his sarcastic criticism, he cites his experience with the express company (would like to know which one).

If, in the case he refers to, he kept his package valued at \$8.00 in the place provided for its keeping by the express company, and it was stolen, he should not

have been made to pay for it, and no fair-minded official of any company would exact it; if the robbery was the result of carelessness on his part, he should have paid, or even been made to pay for it.

I note Cert. 2452 seems to think as I do, and I am pleased to see both sides of the question discussed. I know agents about me who are making express commissions almost equal to their regular salary, and for what? Simply making out a way-bill. We do not all share this same good fortune, yet there are such express agencies, and we are all eligible to them. At these stations outsiders would like the express agency, and have asked for it, but the company gives the railroad agent the preference here. He can handle the work, though he cannot give it the attention an outsider could.

The brothers mention that the express company will in some way or another get back his commission through some over way-bill razzle-dazzle. "Right is right," and if an agent shows the company he is in the right, that is (with Wells, Fargo & Co.) the end of it.

As for bonds, Wells, Fargo & Co. are paying the bond premiums themselves.

Some time back I wished to purchase a typewriter, and as the tariff rates would make each machine cost me \$2.50 more, I thought I would ask for half rates, but ordered three different makes of machines expressed to me, two of which I returned; was out \$12.50 on express charges; asked our superintendent to voucher me for half the charges I had paid; he replied by asking for copies of the billing, and, lo and behold, vouchered me for the entire amount; quite an item to me, and shows the express company means to do what is right, and as they give agents one-fifth of the "Our Charges" on shipments, I do not see what more we can expect.

I am anxious and willing to assist, financially and otherwise, to protect our rights, and see that we are not imposed upon by any company, but in this express commission, some of the boys, I fear, are not on the right track, otherwise they are working for an express company (not the one I do business for) that does not do the right thing. Let them mention the names

of their companies, so the devil will get his due, and the company that does the right thing receive the credit for its fairness.

Fraternally,

CERT. 284. Div. 53.

SOCIALISM THE TRUE REMEDY.

I would like to occupy the forum long enough to ask the brothers what they think of Depew's speech before the Philadelphia convention? He said in part: "What is the tendency of the future? Why this war in South Africa? Why this hammering at the gates of Pekin? Why this marching of troops from Asia to Africa? Why these parades of people from other empires and other lands?"

"It is because the surplus of the civilized countries of modern times are greater than civilization can consume. It is because this overproduction goes back to stagnation and poverty. The American people now produce two thousand million dollars worth more than they can consume,—and the American artisan producing better and cheaper goods than any country in the world."

I am a former Missourian, and have to be shown things. Why is there an over-production? Great Scott! why does not every telegrapher in the land rise and say: There is no over-production, the trouble is under-consumption. The telegraphers, at \$40 per month, well know what the trouble is. Under-consumption is caused by the producers not receiving wages enough to enable them to get possession of all the products they could consume, the capitalists meanwhile appropriating a much larger share than they can consume or waste. Under-consumption is, therefore, not due to a lack of consuming power, but to a faulty method of distribution. My friend, if you have ever read Bellamy's Parable of the Water Tank, you will understand exactly what I mean.

As the capitalists demand immediate relief from congested markets, I suggest that they at once double the wages of the wage-workers. However, this would only afford temporary relief.

What the proletariat want is an industrial system that will produce enough for

all, with a fair and equitable distribution to the producers. I don't believe that single tax would be a final remedy. No doubt but that it would make a vast difference in conditions, and as a stepping stone to something better it would be alright. I don't believe that it would abolish wage-slavery. It would not abolish profit or interest. It would not produce with a plan, and it would not establish an absolutely fair method of distribution. I do not believe that the present industrial system can be amended, it can only be ended and a new one started.

Justice must prevail in our industrial system;

The economics of socialism is justice;

Therefore socialism should prevail in the land.

I have never yet found a logical objection to socialism. In a recent lecture on great labor problems, the Rev. S. B. Moore, of St. Louis, speaking of socialism, said: "The socialists claim that the solution of present difficulties is to be found in redistribution, making all share equally in the present wealth of the nation. Concerning this beautiful theory, certain questions arise. Would this be fair to the present property owners? Who has the right to make such distribution?" Mr. Moore is under a misconception, and his talk is absurd; we propose no such a program as he outlines. Socialists do not favor redistribution of anything. They simply propose to have the industrial system so arranged, that production will be directed and carried on in a scientific manner, and that the distribution of our joint product shall be made by some fair and equitable method.

A worker is certainly entitled to what he produces. This is what socialists propose to give, no more, no less. If you deny this proposition, you approve slavery.

I would like to consider a few objections to socialism that I have noticed in the TELEGRAPHER lately. One brother urged that under socialism there would be danger of creating a powerful bureaucracy that would make the masses virtual slaves.

This is the only sensible objection that can be advanced, and under a despotic form of state socialism there would be great danger of some such a thing coming to pass. It was a despotic state socialism that Herbert Spencer had in mind when he wrote his pamphlet. With complete industrial socialism established in the land, with the community given local self-government, I do not think there would be any danger of a bureaucracy; possibly some form of the initiative and referendum might be necessary.

Another brother says: "Don't you know that every experiment in socialism has failed?" No, I do not know that, and it is not true. Not since the age of Saturn (and that lies hidden behind the veil of antiquity) has complete socialism prevailed in any nation on the face of the globe. There has been some small isolated socialistic communities that have failed. Brook Farm, Oneida, Icaria and others have failed. Robert Dale Owen's experiment failed. There is a difference of opinion as to why some of them failed, and I will content myself with calling attention to the fact that to-day there are several small isolated socialistic colonies in the land. Some of them have been in existence quite a number of years. Do capitalists never fail? Even nations have been known to fail and pass away. Certainly not all failures can be charged to socialism.

The only nation of which we have any record in the history of the world, that had complete socialism in their social system, was the ancient empire of the Incas of Peru. Their form of polity was despotic state socialism. They were a nation which had neither capitalists nor paupers, with a systematized industry.

They were certainly far superior to the barbarian Spaniards, who conquered them. Prescott, in his "Conquest of Peru," says: "No man could be rich, no man could be poor, in Peru; but all might enjoy, and did enjoy, a competence."

I defy the critics of socialism to point out a single State wherein wage-slavery prevails, of which as much could be said.

H. L. JACKSON.

PERSONAL OBSERVATIONS ON THE SCAB ROUTE.

I would like to express my views on the effects of the recent "Demonstration for Liberty," from the toils of heartless officers of the "Scab Route," as such were the conditions, previous to the strike.

I have just been over quite a bit of their road (riding on passes, too, that was some satisfaction; however, they were obtained through the Western Union, who I have worked for, for last two years, but I have always had a place in my heart for the Southern boys, and that was my reason for going to Asheville, N. C.) I wanted to see for myself just what effect the strike had, and let me say that I differ with those who say we lost, for the disastrous effect of the strike is very apparent everywhere on the line, and I wish some of the boys on Div. 53 could work with one of the numerous "Hams" they have over there, and if he had one bit of religion after trying to send a message, he would be a wonderful man indeed. I worked in the W. U. office there for several days. On the four different roads out of Asheville, over which we had to work, there was about one passable operator on each, even those who did not "go out" are no better than those who are "scabbing," for it was only those who could not hold a job anywhere else, that stayed.

They told me, before they knew that I was an "operator" and not a "scab," that if I would go to work for them, and proved a good operator, or rather a good "scab," that they would make a dispatcher of me and pay me \$110 a month; the very idea! when they don't even pay their "Sup't." otherwise "Shanks," that much. I had it from good authority, and one who is in a position to know, that he and also the chief dispatcher, are sick of it, and if they could get out of it and sneak off, without anyone knowing why they left, they would gladly do it, but the superintendent said, "I have got enough of this business, but I would not give in to the O. R. T. now under any consideration." Never mind, old man, you will "get out" easy enough. When the men who have their money invested, and when the next divi-

dend (I wonder if there will be one) is declared, then we will see whose tails the "cans" are tied to; it will be worse than an Irish wake, using old dish-pans in lieu of tamborines, ha! "Every dog has his day," and never fear, Brothers, but what we will have our day. I will have to make exceptions to some of those who did not "go out." for there's some good, staunch men right there now, but let me add, that while they did not go out with the balance of the O. R. T.s, one said: "I was positive that we would lose just at this time, and I believe I can do more by staying with them and working secretly, than to go out with the boys;" and I really believe that he is right. Some may not see it in this light, but I agree with those, who are loyal to the cause, and who are still with the road, that it will be to the interest of the Order to have them remain there and work secretly; in fact, it is the only way to ever work up again, as they will not employ anyone who belongs to the Order now.

They are fast "weeding" out all the scabs that they can, and that fellow, who flagged as a "dispatcher," and who the boys will remember was "roasted" in our paper published during the strike, will soon find himself trying to sell his "hog" to get money to "come home" on, and remember, boys, what you told him, after "that night" in Birmingham, and don't fail to carry it out.

Have we no correspondent on the Atlantic System of the S. P., Div. 53? I would like to hear from this part of the road sometimes.

If "Billy" doesn't get this, I may come again, as I will now become one of the boys of Div. 53, having decided to settle down for awhile.

CERT. 3730, GRAND DIV.

FROM ARKANSAS.

After seeing several articles in the TELEGRAPHER relative to express commissions paid agents, beg leave to offer the following remedy for the poor, but honest agent.

I believe the first thing necessary is to have an agreement included in the contract

between all railroad employes in the line of station work and the railroad company, that whether the employe handles the express business or not, it will not affect his standing with the railroad company, nor prejudice him in any way.

It will result in making the employe free to accept or reject the work of the express company, unless they pay a salary that is satisfactory. The express company would still have the privilege of hiring some resident of the town if they could secure him at cheaper rates than the railroad employes were willing to work for.

The question of what is a satisfactory price must of necessity be affected by the quantity of business done, and the kind also, as to possibility of loss, the distance from town to railroad station, and ability to secure police assistance, if needed.

I think a committee from each road, knowing their own situation best, could make a minimum figure for all stations,

and then figure the business for six months previous at each station, and for a certain average month's business a certain per cent sufficient to make a fair salary for the business done be allowed the agent per month, due consideration being given in this estimate, as some stations have a lot of short-haul stuff that requires a lot of work, but has poor pay out of it; again, some stations have a lot of money to handle and the station is a mile or more from town, and the risk is correspondingly greater; pay to be taken out by the agent whenever the settlement is made with the company, and not have to wait for it to go through the auditor's office. The vital question is to have the express company see that the express agent will not only do their work on the basis that their pay comes first, and after that dividends and railroad contracts will take their turn, and rates will be fixed accordingly.

WIDE-AWAKE.



FRATERNAL

Oldtown, Me., Division No. 11.

Bangor to Vanceboro, Me.:—

At Bangor we find T. J. Welch, train dispatcher; N. F. Nickerson, freight cashier and operator.

At Bangor, Exchange Street, B. A. Bracket. Basin Mills, C. B. Wiggin, agent and operator. Veazie, H. C. Lancaster, agent and operator. Orono, L. F. Crane, "president" O. R. T.; F. D. Grant, assistant.

Webster, E. E. McPheeters, agent; H. E. Sawyer, as "owl."

Great Works, E. L. Keyes, our worthy Secretary.

Oldtown, R. J. Palmer, agent; G. W. Butler, operator; C. E. Cutler, doing owl work.

Milford, L. F. Meninier, agent and operator.

Costigan, A. P. White, agent and operator.

Greenbush, C. R. Hill, agent and operator.

Lemon, A. J. Dennis, agent and operator.

Passadumkeag, R. C. Tourlott, agent and operator; J. L. Buckley.

Enfield, R. K. Wilson, agent; A. M. Lindsay, operator; E. J. Pettingille, operator.

Lincoln, Ney. Killman, agent; P. H. Lindsay, assistant.

No. Lincoln, B. R. Adams, agent and operator. Winn, C. W. Kingsbury, assistant.

Mattawamkeag, B. W. Hobbs, agent; J. H. Cavanaugh, "night."

Kingman, O. A. Cowan, night operator.

Wytopitlock, H. L. Snowman, agent; J. A. McKenzie, assistant.

Danforth, C. W. Rice, night operator.

Eaton, R. H. Hirsch, assistant.

Vanceboro, G. H. Smith, day man; E. J. Muleney, "owl work."

I once read a little episode that has somewhat of a comparison to the feelings of the boys of Eastern Division, No. 11, reading thus:

"Farmer Jones was making his usual trip to market with two large cans of milk in his wagon. For some reason or other the lacteal fluid has fallen a little short that morning, and before long the good farmer stopped at a neighboring spring to supply the deficiency.

"By strange coincidence, in dipping the water into the can, he unconsciously made captive two large fine frogs, and thereby hangs the tale.

"'Well, I'm in a pretty fix,' said frog No. 1, as he endeavored to keep his head above water

and milk. 'It's no use to try; I'll be drowned anyway.'

"So saying, he folded his legs and sank to the bottom, and in a few moments he was dead.

"'Well, I'll not give up,' said frog No. 2, as he also tried from sinking. So he splashed and splashed, and kept on splashing, and when the farmer opened the can, lo and behold! there appeared the frog, triumphantly perched on a large round roll of butter."

Where there is a will there is a way. Difficulties in our way, if overcome, only make us stronger.

Moral: "Labor Omnia Vincit."

Yours in S. O. & D.,

Drv. Cor.

A Fairy Tale of the S. P.

Dedicated to Sacramento Dist. System Division No. 53.

A Lovelace maiden, wandering in a Wood, came to a stout Bush, intending to eat her lunch. Peering timidly around she saw a Gunn pointed at her, and, throwing up her arms, she screamed, "O, Lord preserve me," and Johnny rushed forward catching her fainting form in his arms. Reviving, she said, "Dearhart, I thank you, for I was in a Dyer strait, but for your timely aid." She invited him to partake of her lunch, and handed him two orders, with "meet" between. After a pleasant chat, he left, saying, "If you are in trouble again, call me, and I will answer with dispatch."

Just after his departure, she heard a slight Russell in the trees, and a Wildman dashed past, with Swift and Walker in full pursuit.

All three were covered with mud, for they had been through Myers and bogs, in the Chase.

Recovering from this excitement, she took a short Knapp, and then continued her walk to a small stream near by, where a King-Fisher sat upon a tilting bough, singing. Other birds soon joined in, making a joyful Quire. She said to herself, "I cannot sing, but I Cantrill with ease." "You are Wright, Madam," said a large voice behind her, and, looking down, there was "Shorty," resplendent in a cap and authority. Not so far in the distance a mill wheel could be heard faintly splashing. Coming closer she saw

the Miller standing in the doorway, viewing his property with pride.

A short stroll led her to a house and several Barnes. From one issued Wagner music, and glancing through a window, there sat Fiddler, playing with all his might. Seeing among the dancers "Bill Nye," and several other acquaintances, she decided to go in.

On the steps she passed a Farmer, and asked him why he did not join the others? "Because I have no Munn," he said.

The opening wedge to conversation being the weather, our maid was asked by her right hand neighbor, "Which season do you prefer?" "A. Winter is good; yes, and Somer is, also," she replied.

In a corner stood a Frank, open-faced gentleman, who was giving another Fitz for failing to arrive in time to complete a set. After a delightful waltz, the maid stood at a window, fanning herself. Just then the sun rose over the distant mountains, and it did Gildersleeve and all surrounding objects in a fairy work of color, and as she gazed upon that Woodward view, the master of ceremonies said, "The last dance is the Virginia reel."

"Yes," said the stout, perspiring Dutchman, "dot vas goot, for I vas about Vore oudt."

MARY V. MITCHELL.

Ashtabula Division No. 36.

Division No. 36 meets at Andover, Ohio, the last Thursday evening of each month at 7 o'clock, G. F. Wolcott, local President; T. D. Dellmin, local S. and T. Account of so much sickness, it was decided not to hold meeting in August, but on the last Thursday of September. We had a good meeting.

The spirit of O. R. T.-ism still remains with Div. 36, and for the past six months, there has not been an extra operator, or a student to be found on this division. In reading our journal, we find this the case with nearly all of the 72 divisions. What is the matter of the O. R. T.?

Ore and coal trade continues heavy, while the excursions are gradually decreasing.

Bro. C. A. Rood, formerly of Andover, nights, has been appointed agent and operator at Tyrrell Hill, vice Bro. McCleary, resigned. "CN," we congratulate you on your promotion, and wish you success.

Bro. McCleary accepts position as billing clerk at Stoneboro. Harry says "he will stand by the Order."

We find Bro. J. A. Root back at Andover, nights. Joe has worked in several of the offices, but says "he is going to hang on to 'VA' now."

Bro. R. M. Albright, formerly of Kinsman, days, takes the day job at Doughton Junction, account of seniority.

Mr. R. E. Steere is at Kinsman, days, for the present.

Bro. Earl Parsons, of Kinsman, nights, left a few days ago for parts in Colorado, where he will

remain for a few weeks, account of sickness of his sister. Mr. H. Evans relieves him.

Bro. E. A. Thompson is a happy little boy; he gets Plymouth, nights, steady, and lives near his sweetheart.

Bro. E. J. Thompson is at South yard as night yard master. "KI" is troubled with operator's paralysis (so he thinks).

Chas. O'Malley makes the best man that was ever in West Yard, Ashtabula. He attends strictly to business, and is always on deck.

With best wishes to all, I remain,

Yours in S. O. & D.,

Div. Cor.

Seaboard Air Line.

Judging from the communications published in our journal, one would think that there were no Order men on our line. I am glad to say that such is not the case. We have a good sprinkling of them, especially on the R. P. & C., and the most interesting part is, we have so many standing ready with out-stretched arms awaiting the appearance of a life line (organizer).

Now, Brothers, the subject of an organizer has been discussed over here for some time, and has met the approval of all with whom we have come in contact, members and nons both alike.

It is a matter of vast importance to us, and something must be done in our behalf. We who are members, and have been since "89," do not see the benefit to be derived by paying our dues for the support of scheduled roads, and to furnish organizers, on whose faces we never look. I know of no better field for labor than on the S. A. L. We certainly have good material over here. Men of business, who are settled, with families, and, no doubt, would join with us in the good work.

Again referring to an organizer for the S. A. L., will say that one of the leading members of my division (Sys. 14) has promised to bring this matter before the special meeting, in case he attends. Now, you boys on the C. & O., join hands with the N. & W., and see what you can do for your next door neighbor (the S. A. L.) in the way of an organizer.

Bro. Duncan, put your personal and official influence to work. (By the way, Bob, do you remember the old "brick kiln" by the canal?)

I have never heard that the S. A. L. people were opposed to our Order, and think that there would be easy sailing on her seas, and that the O. R. T. ship would ride, without much difficulty, the waves of the "nons," and find few breakers to obstruct her progress.

Now, Brothers! you of the C. & O. and N. & W., lend us a helping hand, and let's have three good organized roads right here together. With your influence, I think this can easily be accomplished through our Grand Division. Would like to touch the sympathetic chords to the hearts of the parties in charge of this work.

Now, just one word to the S. A. L. boys on other division. Talk this matter over among yourselves; advocate it every chance you get. Go out in the highways and hedges, and see what you can do. We are as competent and worthy of recognition as any other set of employees, and should be placed on an equal footing with our brother operators on connecting lines.

Would like to hear from each division of S. A. L. in our next issue.

PINE TAG.

Lake Superior Division.

Well, well! It's been a many long day since our Lake Superior Division has been represented, or heard of, in our journal, and should not wonder that our Brothers and Sisters think we are all "nons" on this division, but we are well organized here, and all that's wanted is some Brother to bring them back to life again, as they seem to have the right stuff, and I know they mean well, but that is not the way to do. Let everybody know that we are living, and can do as much as any of our fellow-brothers, if only called on. We are a little backward in writing, and I think, by my starting the "ball" rolling, we should hear quite frequently from the boys on the L. S. Division. Now, boys, wake up and don't let me, a strange Brother to most of you, do it all, for you can give more important news of your division than I.

We certainly have a fine lot of "boys." Our D. O. and dispatchers are first included, as they do the square thing with us "OS" men, and are willing to help any moment.

One of our dispatchers, a fine young man, has jumped from Duluth to St. Paul. We all regret to see the change, but as he has been advanced to a better trick, we all wish him more power for a higher position in the near future, as we all love to see an "OS" man work himself to the top, and to get this, we must have our rights, and to get our rights, we must be O. R. T., and solid at that. So, boys, every new member counts, and if you get hold of a "non," make him come to time or kill him; that is the only way we can ever get our rights. We are all doing our best on the N. P. Ry. at present, and should soon be solid from St. Paul to the coast, but we still have room for another "non," remember.

Allow me to ring out, hoping some Brother more familiar with the road will write us up next.

Yours in S. O. D.,

CERT. 1315, DIV. 52.

Great Northern Railway.

Night Opr. Connelly "J" at Carman has been relieved for a few days to visit his home at Le Mars, Minn. Opr. Stotlar "S" at "CA" days, says he understands Connelly is going into the "Bee" business. How is it, "J"?

At Larimore we have W. H. Hopkins as chief, and Messrs. Bell, Bailey, Wadam, Maxwell, and Fisher as dispatchers, and Bro. Arnold "AF" as operator. Bro. Arnold recently took a trip to his old home in P. Q., and reports a fine time.

Bro. Eastman "ED" as relief during his absence. At Devil's Lake, Burke "KX" as day operator, LeMay "AF" nights, and Young "W" as agent.

Bro. Burke recently took in the fair at St. Paul for a week, and visited a few of the boys in "V" office.

Agent Young received the sad news that his sister was very ill in Perham, Minn., her home, and for him to come at once; later, received the news that Miss Young was very much better, consequently "W" has been feeling his jolly old self again.

"AF" says he is going hunting in a few days. We pity the birds if he goes after them as hard as he does some of the "Hams" on the division.

Bro. Graham "FN" has gone on nights at York. He says he would rather have stayed at "KS" so as to meet some of the red-headed girls he saw there while relieving "KX" there.

Rider "X" at Church's Ferry is doing day trick with Bro. Crumppacker "C" as "Owl," killing off what mosquitoes they can between calls. Bro. Vaughn "V" recently left the service to enter the service of an elevator company. We wish "V" the best of success.

Day Opr. Root "R" at Rugby Junction, is thinking of accepting the agency at the new station, Barton, on the Bottineau Branch. Don't see how you can leave the old town and the pretty girls, "R."

At Minot, we have Wilson "O" Mgr., Eastman "Ed" days and Bro. Pring "SO" nights. "SO" says if they don't come to time they will hear something drop, that's all. Thompson "H" is away on a leave of absence for few weeks. Is marriage a failure? "Well, I guess 'Nit.'"

So the Brother on the N. P. R. thinks the G. N. R. boys are dead. Just watch the smoke and see.

Hope the Brothers will all contribute a little, so we can have a little news each month from the Dakota Division.

Yours in S. O. & D.,

CERT. 3478.

Wilkesbarre, Pa., Division No. 67.

What's the matter with our division correspondent? Is it too warm for you, "Vi," or do you just "forget?" Wake up and let's hear from you. You have all the requirements needed, ability, time, etc., and I would advise that you exercise these in the future else you'll hear from yours truly again. I'll keep tab on you.

Looks as though the boys are in for a smoke in the near future. How about it, Bro. Rowan? Did I understand you to say you were going to take her "for keeps" after the next pay day, or did you mean the following one? We'll watch both.

Bro. Roach from Parryville called on friends and relatives in this section lately. Are you as "cranky" as when located at "GX?" Hope not.

Bro. Warner from "WF" was "off" for a few days. That reminds me. "WN," I've been trying to think out what you meant when you asked me if Lee Mine would be a nice place for a married man to live. I "tumble" now. Have just been told you contemplate following the example of Bro. Rowan. Here's luck, but don't forget the cigars.

Bro. Brown still keeps things on the move at Wanamie. How about that butter "W?"

Where is that committee appointed to look up new quarters? Must have got mixed up with the Democrats. Committee has not been discharged, boys. Look out.

Bro. Mann is sidetracking L. V. trains at "SN" as of old.

Bro. Hahn, "WS" nights, says it's not true that he is going to the special convention on his bicycle.

Bro. Weighan, Laurel Run, enjoyed a ten days' vacation last month.

The writer cannot see why so many of the Bros. do not attend meetings; almost the same faces are seen at the meetings, and there are many more that can come who do not. Brace up, boys, and get around and liven things up a little. You can find many subjects on which to vent your vocabulary, and we would like to hear you. Again, it's not fair to expect Bro. Conlan to do all the talking, and while he does the bulk of it without grumbling, we should not impose upon his kindness. Why don't you "kick" Martin, and compel the others to take a hand and say something, once in a while.

All dues paid up and a solid front. That's a good way to start the last half of the year. Keep it there.

We have lost quite a few of our D., L. & W. brothers by reason of their being transferred to the new system division organized on their road. Sorry to see you go, boys, but wish you prosperity.

Don't forget the suggestion made at last meeting, Bro. Nelligan. Take it up, and when we get it going, I see no reason why we can't push it along. We can get plenty of good, influential help from different sources to push it along.

CERT. 143.

Williamsport Division No. 24, Northern Central Ry.

Elmira and Canandaigua Division:

Not a word in our publication last month. Sorry to say that we are not more fully organized here. We have quite a string of boys both days and by candle light. If they would get a wiggle on we could have an up-to-date "pike." All we need is a starter, but who will give that start?

A good many strange "signs" with us; good many boys are leaving, sorry to see them go but good luck to 'em.

Bro. C. E. Sturgis of P. & E. Junction, Williamsport, has left to seek his fortune in the wild West. Left this month for Salt Lake City.

We 13 he has accepted a position with the Oregon Short Line in that far off 'clime.' Good luck to you, "Sturge," let us hear from you.

New man at P. & E. Junction, Bro. Staver, from the P. & E. Division.

The "Rev." Jack Halloran has just returned from a two weeks' stay in the ticket office ("K. I.") at Williamsport. He says it would be nice to be there permanently. He has a naughty little twinkle in his optics every time he gets there.

Bro. Utz, our "Sporty Dutchman," took in the fair at Troy one day, with a few more of the boys. He says he didn't feel good for a week. He is in love with Ralston, and can't stay away.

R. A. Martin, from Penn Yan, is stationed at Canton at present.

H. A. Berry left his happy home to accept a position in Elmira. Seems strange in not hearing that well known "fin."

Bro. E. L. Hayes is still holding Penbryn with both hands. He has just returned from Sodus Point, where he has been pounding brass for a few weeks. Ed. did not mind the bugs there, and is all the better for the "sea breezes."

Mr. Gillet is doing the town at night.

Bro. Getchell and F. G. Graves, both holding on to Cowley. "Getch" has been viewing the "sad sea waves," and came home looking fat.

"Fritz" throws the levers (?) in the dark. All the trainmen say he is very saving. Especially with the oil. By the way the mail comes in, you would think "Fritz" was doing a land office business.

Mr. Johnson is back again at Troy, after spending a few months in the freight department of that flourishing town.

Bro. Youmans, days at Gillett. New man there nights from the Lehigh Valley; can not give his name at this writing.

At the important point where the Tioga comes in on this "string of cinders," you will find F. A. Wheeler, the boy with the rubber stomach. He enjoys the small hours in sweet repose, and can give you more hair breadth escapes (of steam) than any man on the "pike." He's certainly a great man for the ladies, too. Give him a call.

M. O. Cheney, our smart bunch of wit and humor is always on hand with his blanket shawl, and if you call in the winter months, he will treat you to "frankforts" and poems and songs of his own manufacture. The girl says he is "simply a bunch of sweetness." Such talk as that "MO" makes us all think, and wish, we had a girl, too.

Mr. Pettengill, of the Shops, is very busy at present.

Our Superintendent's office has been changed from the corner of Fifth and Hatch Streets to the corner of Third and R. R. Avenue (the old Budget building). The boys are proud of their new quarters, and have all the room they wish. With everything new and neat, they wear a smile like a "basket of chips."

P. G. Murphy has the fourth trick in "QC" from twelve until eight A. M., which trick has just lately been opened.

Dispatcher G. W. Briggs, after a few weeks in the wilds of Seneca, does the wires, and keeps things on the jump from midnight till eight.

B. G. Sarvey, the boy from Southport, also assists in the night work by holding down the other end. Burt is a great boy, and has no "kick" coming.

We understand the freight department is to be assisted by an operator. Wonder who gets it?

W. U. Phillips, days at Horse Heads. Come on, "Billy," you're surely welcome again.

C. H. Judd, nights. "J" is a hot one with the "cue," and certainly a great one for the girls. Guess he knows 'em, too.

W. A. Carr holds the "reins" at Millport, and will soon be in his new station.

At Watkins, we have D. A. Parks, days, who can always tell if the fish are biting. "Don" is a warm member on the "string."

E. H. Patterson, formerly of Troy, keeps tabs on things at night.

C. M. Weeks at Stanley, days.

Mr. Townsend, at Penn Yan nights, "BR" is O.K., and knows how to drink milk.

At "CG" office (Canandaigua) are Mr. Riley, days, and C. Mansuy, nights.

The fruit season has opened with a few new offices as well. Hall is a day office for a few months, with G. E. Andrews, formerly of Pen-bryn, officiating.

Vacations are nearly a thing of the past, now, and everybody is ready for business. "Let her come."

Boys get a shuffle on yourselves, and don't let 'em think you are afraid. I'm sure there's no one to help you if you do not help yourself.

Get yourself a card, and do the thing up right.

You will be glad you did in the end.

We will hear from some other Brother next month.

Yours in S. O. & D.,

59.

Wabash Railroad.

Western Division:

We are greatly encouraged by the favor shown the O. R. T. by the boys on the Wabash, more especially as the greater number of the oprs. are men who have been with the company for years. We have talked to a number who have been here for twenty and twenty-five years, and who went through the strike of 1892, and are still O. R. T. in heart, but are afraid to affiliate with the Order

because the officials are so opposed to it. We, of course, tried to show them that to make these officials recognize us, we must be organized, must demand it in a body. Boys, there is no need to fear a dismissal. They are not so strongly against unionism that they will "Kan" you for that alone.

I know one man who told the chief, if being a member of the O. R. T. made any difference in securing employment on the Wabash, that he would not under any circumstances work for them. That has been several months ago, and he is still on the pike. Now, boys, do the proper thing, and get an up-to-date card, and wear your colors, and notice the difference in the "glad hand" given you. Ask any of the boys who have lately sent Bro. Perham \$8, and receive in return a full-fledged credential of membership in the greatest and best thing for the telegraph fraternity that ever existed, if they have for one moment regretted it. Not a single one but will tell you that they are proud to wear the emblem of so noble an organization. If so many have tried it and been pleased, why couldn't you? Give it a chance and a trial. If you will drop Bro. A. Parks a line at Sturgeon, Mo., he will take a pleasure in furnishing you application blanks and any information you desire.

Following are the few changes made since our last:

Understand there's an extra man at Kinloch Park, account of race track being opened there. Haven't learned his name.

St. Charles—Haven't met day man; hope he is in the fold. Nights, Bro. Taylor.

Bro. Brooks, night man at Gilmore, has severed his connection with the company and gone to seek his fortune in the far West. God go with you, "BK," sorry we couldn't. Relieved by Mr. Tritch. Look out for twisted relays now, boys.

Montgomery—Mr. Richards, days; Ferguson, nights.

Centralia—Both dead ones.

Sturgeon—Mr. R. L. Simmons, the genial agent, who will be reinstated in "Gypsy No. 72" are our next journal. Three cheers for "RS," boys.

Clark—Haven't met either. Wonder who handles the new interlocking system there?

Moberly Relay office—Bro. Joseph Barclay, Miss Snyder, and Opr. Voth.

Why that trip to Belknap, Sunday, Bro. "JO?" You might try to persuade the fairies at home to join their lot with you—in the O. R. T.

Huntsville—Bro. Herb. Doyle, days; Opr. Cox, nights. Can't he sign the application with your help, "HU."

Salisbury—Two more dead ones.

Keytesville—Agent Severs (who owns the Wab.), and Bro. Murphy, nights.

Carrollton—Oprs. Bell and Collins. Drop them a line, showing them the right thing, Brothers.

Kansas City—"KN" office: Don't know the day force. Extra Opr. Bro. Beck there nights.

Kirkville—Bro. J. M. Angell, days. Opr. McMain, nights. Preach what you practice, "OX."

Moulton—Extra Opr. Bro. Parks, days, while Opr. West watches the repeaters at night.

Belknap—Let's all get after "Dutch" and get his application.

If any of the Brothers have been overlooked, don't feel slighted, but drop us a line at Sturgeon. With best wishes, I am,

Faternally yours,

CERT. 3126.

Truro Division No. 66.

Business on the Intercolonial (the people's railway), is rushing. Great demand for brass pounders. Some of the boys, the correspondent included, are anxiously awaiting for annual holidays, but at present time prospects are not very encouraging. Too bad, as one of the Brothers has \$40 saved up, and is longing for the time to come when he can blow it in.

We had the pleasure of taking a trip over the Eastern division a few weeks ago, and visited quite a number of the boys. Their locations are as follows:

Valley—Bro. D. Bain, one of the oldest telegraphers on the I. C. R. Bro. Bain has, we believe, seen thirty-two years service.

Riversdale—Bro. A. Bain.

West River—A. H. McKay. We called this man Brother once. D. D. Fraser, night man.

Glengarry—Bro. R. Stewart.

Hopewell—Bro. J. R. McKay.

Ferrona Jct.—Bro. A. Fraser; a first-class fellow.

Stellarton Jct.—Bro. N. G. Munro, agent. D. Mooney, assistant. Pat Kerwin and F. E. Tibbets, day and night operators respectively.

New Glasgow—Dispatching office—Eleven (11) telegraphers employed at this important point, and only one of them holding an up-to-date card, namely, Bro. J. J. McLeod (the people's John).

Trenton—W. D. McDonald.

Pictou Landing—Bro. R. Sutherland.

Merigomish—Bro. H. Cummings.

Avondale—D. N. Robertson. Bro. G. B. Bruce, assistant.

James River—Bro. J. E. McDonald.

Antigonish—H. Power. W. E. Floyd, assistant. D. A. McDonald, night man. There is employment for an organizer at this ranch.

South River—Dan Chisholm.

Pomgart—Bro. A. F. Fougere.

Heatherton—A. Chisholm.

Bayfield—H. H. Irish.

Tracadie—Bro. C. H. Cameron, who sticks to his membership like glue. Bro. Cameron is not one of those who thinks that by dropping out the O. R. T. will fail to exist. Charlie is OK. Caroline says he is, so there cannot be any doubt about it.

Har Au Bauche—Bro. J. F. Webb.

Mulgrave—Thos. McLeod, agent. Bro. A. H. McLeod, assistant. H. W. Taylor, nights.

Point Tupper, C. B.—Bro. T. C. Moffatt, agent. J. H. McKay, night man.

McIntyre's Lake—W. V. Cutler, an old-time member of the Order.

West Bay—Bro. A. J. Beaton.

River Dennis—M. B. McDonald.

Orangedale—Bro. J. E. McFarlane.

McKinnon's Harbor—Bro. D. C. McDonald.

Iona—Bro. M. A. McDonald.

Grand Narrows—M. J. McKeil; Mr. McKenna, nights.

Boisdale—W. Petrie.

North Sydney Jct.—Bro. P. McKenzie.

North Sydney—Bro. R. Jackson, agent. Bro. Roscoe Sutherland, assistant.

Leitch's Creek—J. D. Musgrove.

Sydney, the terminus of the Eastern division, here we find Bro. T. B. Spencer, agent; H. C. McFarlane, ticket agent; L. C. Dairen, in charge of freight department, with Bros. W. Willis, M. F. Tompkins, A. E. Munro, and Ed. McFarlane, clerks; Capt. J. Hayes, cashier.

We enter the dispatching office—here we find Bro. J. D. McNutt, chief and first trick; F. S. Henderson, second, and Bro. K. Ross Douglass, third trick. All jolly good fellows.

It was our intention to go over that section of the road, the Pictoutown branch, and the Short line, on which are employed some twenty telegraphers, but things are in such a demoralized condition, as far as membership is concerned, that we are ashamed to go over it. Bro. A. Couter, River John, being the only O. R. T. man.

Bro. J. D. Murray, Scotsburn, having lately resigned his position to go into the dry goods business at Meadowville, his freight bills will be receipted by that weighty gentleman, Mr. A. J. McKenzie. Adam is OK.

Will cut out now. With respects to all the boys,

Yours in S. O. & D.,

Div. Cor.

New York, Div. No. 44.

The first regular meeting for the month of September was opened in due form on Wednesday evening, the fifth day, at 8.30 P. M., with President P. H. Enright in the chair, and thirty-eight members present, and all the officers at their respective stations.

A few applications for membership were read, and the proper action taken thereon.

A bill for \$2, account of postage for correspondence, was read and accepted.

Numerous correspondence was read and filed for future reference.

The resignation of Secretary and Treasurer J. F. Hinterleiter, who served the division in that office for a few years, was read, also correspondence emanating from President Powell and Secretary and Treasurer Perham, showing that everything was in first-class order at headquarters, as far as the office of Secretary and Treasurer of

Division 44 is concerned. It was regularly moved and carried that the resignation be accepted, and nominations were in order, as follows: F. F. Beale, H. E. Regensburg and Thos. Hawkins; but before the ballot was taken, Bro. Hawkins requested that he be allowed to withdraw his name, and the result of the election was, H. E. Regensburg receiving the highest number of votes.

Nominations for delegates was next declared in order, with the following results: Sister K. Hammond, first delegate, and Bro. T. A. Gleason second, with alternates, first, P. H. Enright, and, second, T. J. Stack.

Division 44 is legally entitled to three delegates, but, upon motion, it was decided to send but two.

The case of a certain member who received a loan some time ago, and has failed to make an attempt to reimburse the division, and has also allowed his membership to be suspended for non-payment of dues, was taken up, and proper action taken thereon.

We are indeed pleased to note the smiling and always welcome face of Bro. J. B. Finnan, Secretary and Treasurer of Division 17, Baltimore, Md., present at this meeting; it seemed like old times to see our congenial friend and Brother in our midst again. Bro. Jim, as he is most familiarly known, is a great favorite among the members of Division 44.

Numerous members addressed the meeting under Good of the Order, and expressed some good, sound sentiments, which, if followed, would carry great weight.

Now that the warm nights are over, and the long winter nights have set in, we should all try and attend our meetings more regularly, and thus display a more active part in our grand Order.

Never miss an opportunity when you are in a position to "alk a few words in favor of the Order, and whereby you frequently can secure a new member. If you have not get an application blank on hand, please address the Secretary at once, and keep one in your pocket, ready for immediate use. You can never tell how suddenly some telegraphers take a notion to join, and that is the time to have the application blank at your command.

L. I. R. R. News.

Bro. A. L. Kipp, third trick towerman, during the summer season, at Dutch Kills Draw Bridge, is spending a well-earned vacation in and around Wilkesbarre, Pa., his former home. When Bro. K. returns from his visit, he will resume duty on the first trick at Queens St.

Bro. G. P. Alrutz has again resumed duty on the L. I., after an absence of a few years, which he spent in the U. S. Signal Corps and on the B. & A. Ry. Bro. A. is now relieving the "boys" who are on their vacation.

Mr. Herbert M. Heffner, formerly with the A. C. R. R., is now located at Great Neck as night operator.

Bro. James B. Finnan, Secretary and Treasurer of Baltimore Division 17, and one of the oldest charter members of the O. R. T., was a very welcome visitor on the "Island," and was the guest

of Bro. and Mrs. J. F. Hinterleiter, of Long Island City. Much credit is due Bro. Finnan for the able manner in which he conducted the negotiations for our "schedule" with the L. I. R. R. System.

Bro. and Mrs. L. I. Bast, of Glendale, are entertaining Mrs. Bast's parents, Mr. and Mrs. J. F. Wentzel, of Kutztown, Pa.

Bro. F. F. Beale, formerly Chief Clerk for Freight Agent Downes, has been promoted to the position of cashier for the same gentleman. This is a well-deserved promotion. Congratulations, Bro. F. F. B.

Bro. H. E. Blecker, third trick towerman at Jamaica cross switches, will again resume the second trick at Richmond Hill, for the winter.

Bros. H. O. Easton and Hank Earthquake, have again changed their address from the picturesque town of Queens to L. I. City.

Bro. F. M. Grove, towerman at Hollis had the misfortune of being on the sick list for a few weeks, but at this stage of writing we are pleased to say he has again resumed his duties.

Bro. John Gibbons is one of the new arrivals, and is located at Stone House Curve, with Bro. J. W. Tucker, on days.

Bro. H. M. Hinnersthit, we still locate at Ozone Park.

Bro. G. R. Knoess resigned his position at Far Rockaway, and has secured a more lucrative position elsewhere.

Bro. J. H. Loving, the gentlemanly towerman at White Pot, has recently been promoted to Long Island crossover; this means an increase of \$5 in his salary. Bro. L. has the honor of riding the first "Coey Bicycle Attachment" on the L. I. road.

All station platforms on the North Shore Division are cut down from twelve feet in width to six feet. This will be a great relief to the agents during snow storms.

The clerical force in the Treasurer's department of the road has been abolished, and agents now make their remittance direct with the Queens County Bank, at L. I. City.

Mr. F. E. Haff, formerly assistant treasurer for this road, has been elected secretary for the same company. Mr. Haff is well liked by all R. R. men, and highly esteemed.

Numerous changes are being made in the tower and station departments, on account of the winter season, and giving the oldest men preference, for the entire season.

Bro. Geo. E. Winters, of Westhampton, now claims that his engagement to the young lady in Brooklyn, which has been so many times announced, is now a fact, and will come off in the near future. THE TELEGRAPHER desires to be the first to extend congratulations to the happy couple.

Sister J. Robinson ticket agent and operator, at Babylon, spent a two weeks' vacation at her home in Speonk. Bro. Bruce T. Carter filled the vacancy.

Bro. S. T. Halsey, agent and operator, at Eastport, will commence his annual vacation on the 27th inst. Some of the time he promises to spend on the Great South Bay, fishing and ducking.

Bro. and Mrs. Thos. Ketcham will start on a

month vacation, which they will spend in the Catskill Mountains. Bro. K. is the smiling agent at Speonk.

Bro. G. W. Penny is now located at Berlin, a new freight station between the L. I. City and Bushwick Junc.

Bro. J. J. Donovan, is spending a two weeks' vacation in and around Philadelphia, Pa.

Bro. Harry P. Nicholson is attending to the telegraph business during the fair at Mineola.

The North Shore Division winter schedule will take effect on Sunday the 30th day of September. This will show a great decrease in Sunday trains, but not in the daily list.

The cauliflower season is now in full sway, and makes things very warm for Brothers A. Hill and Rogers, at Riverhead; Chas. Gildersleeve, at Mattituck; G. C. Merrill, at Cutchogue; E. D. Corwin, at Peconic; and Fred'k K. Terry, at Southold. These Brothers are located in what is known as the "Cauliflower Belt," and during the season the shipments are very large, on an average of 50 cars per day.

On September 24th, President A. J. Cassett, of the Pennsylvania R. R., returned from a two months' trip in Europe. This is looked at by the L. I. R. R. employes as a sign of numerous changes in all departments.

Bro. H. W. Bowen, agent, Ronkonkoma, is spending a two weeks' vacation at his former home in New Jersey.

HENRY EVERDELL PLACE,
Division Correspondent.

DIED.—Bro. L. D. Chivers, was accidentally killed by train No. 5, at Rosedale, L. I., N. Y., on Thursday, September 27, 1900.

Bro. Chivers was twenty-three years of age, and employed by the L. I. R. R. as agent at Rosedale, where he met his untimely fate. He was a member of New York Division, No. 44, and had a \$300 policy in the Mutual Benefit Department, but having failed to pay assessment No. 17, he was, at the time of his death, suspended for non-payment of his assessments, thus barring him from benefits in that department.

New York Division, No. 44, sent a flower design representing a railroad telegraph line with a broken circuit. A few of the members attended the funeral in a body. He leaves an aged father and mother, also one brother, to mourn his untimely death. The members of this division extend to the bereaved family their sincere sympathy.

BORN.—To Bro. and Mrs. F. M. Capach, of Long Island City, N. Y., on Wednesday, the 12th day of September, 1900, a fine boy. Mother and baby are doing very nicely. Through the columns of THE TELEGRAPHER the members of New York Division, No. 44, extend congratulations to the happy parents.

Bro. H. E. Regensburg, our newly elected Secretary and Treasurer, is a hard and willing worker for the cause that this organization represents. Bro. Regensburg will be ever ready to administer to your wants, and grace his office with ability.

NOTICE.

Members will please make no further contributions for the benefit of Brother J. J. Donahue, of Buffalo Division, No. 8, who died at his home at Big Flats, N. Y., on September 15th. All that medical science could do proved unavailing, and he lived but two days after reaching his home, where he went by advice of the doctors who were treating him.

All contributions received since his death will be turned over to his family. I hold receipts for all money turned over to Brother Donahue, and will make proper acknowledgment in the November issue of the TELEGRAPHER.

Yours in S. O. & D.,

R. E. ENRIGHT,
Cert. 172, New York Division 44.
September 30, 1900.

Northern Pacific Railway.

Idaho Division:

Members on this division are waking up, hustling for members, and meeting with good success. August and September will show good increase in membership.

There are a great many changes on the division, men coming and going all the time, but for the first time in years, the new men are Order men, or will be as soon as the pay car ever comes along.

While we lose some members by the changes, we are getting members where worse wanted—on the branches—and they will soon leaven them if they keep up their good work.

I wrote an operator the other day asking him to come into the Order, and the answer was, "I have just been waiting for some one out for scalps to find me, so send along your papers."

Now, Brothers, this shows we are not doing enough hustling, and if we get after the nons in the right shape, we will find there are more of them waiting to be discovered. Don't be discouraged if you write a man two or three letters and don't hear from him. Keep right after him, and you will find that every letter had some effect, and that you will land him at last.

Some of them are holding back to see if we are going to make a go of organizing, and when we convince them that we are, they will come right in. They are all Order men at heart, and we only need to get their hearts beating a little stronger, and they are ours.

LOCAL CORRESPONDENT.

Yellowstone Division:—

A great many times I have wished that it were possible for the telegraphers on the Nor. Pac. Ry., as well as those of other systems, to get together and compare notes. I think it would give all a better insight as to the workings of our Order, and have a greater tendency to strengthen the bonds, fraternally, which unite us in one grand organization. So many of us through some slight misunderstanding are working at variance with those who have the best interest of *all* at heart. Possibly on account of some slight grievance, more

imaginary than real, which could be set aright if we could only see one another and talk it over, a great many of our former best members have been lost to the Order for reason of some fancied personal slight, which could all be explained away, personally. I wish the members of the O. R. T. in good standing would take it upon their shoulders to search out these parties with a grievance, and do all that is possible to help straighten matters up.

Despite all adverse criticism, when we examine, we will find the O. R. T. has always progressed, has never gone backward, always numbering the best men in their ranks, and while our membership some few years ago only numbered hundreds, it now counts as many thousands, and still increasing.

In the future we propose to see that an O. R. T. man is looked after in the way called for by our schedules—this point will always be considered in the future promotions.

On most of the systems, formerly, and before our organization was completed, and schedules in effect, the matter of promotion was not looked into as it should have been. Although we had it preached to us by the railway companies that seniority and ability should take the preference in the way of promotion, the effect was that the man who did not have a "pull" had to wait, and it was not until the schedules of the O. R. T. went into effect, that promotions were made in the way, just to all concerned. This was not the fault of the general officers altogether, but was partly because the telegraphers had no one to look after the matter for them. Quite often the appointments were made by the company taking the first man available, sometimes to the cost of the stockholders of the railway, and the general public.

I do not think it is the general desire of the officials of any system to overlook any worthy employe in service, and it is the employe's own fault if he does not devise some way in order to place the matter properly, so that relief shall be given. This can only be done by organization.

The question of what we have ever done, or what we can do in our employer's interest should remain foremost in our minds. We look to them to pay us a desirable salary, and it partly rests with every railway employe in the land to take such steps that the company he is working for shall be able to pay reasonable wages for service. One thing that has tended to cast disrespect upon the employe is that we have stood by and let every sore-headed politician, and some of the "scum" composing those amongst the lower strata of intelligence "libeled" the "general public" dictate terms to the corporations we are working for that result in a lower scale of wages. While in the past a great many did not know how to prevent such adverse legislation, there is no reason now when thoroughly organized that we shall not be able to give the subject such agitation that it will be a warning to a man scheming for office that he will have to play upon some other chord for sympathy, and let the laborer remain in place.

Ten years ago the General Freight Agent of the N. P. Ry. told me in regard to certain business

in competition territory "To let it go, the N. P. did not want to haul it unless it was offered gratuitously," and that it did not pay to go after it. Since then, there has been a general reduction of rates in commodities more or less in all classes of freight throughout the Minnesota territory. Do you not know that trainmen, section men, telegraphers, all classes of railway employes have had to suffer proportionally by having their salaries cut, on account of reduced rates.

The same political party now in power in the chief offices of the State of Minnesota, through pretense of "reform," have still farther tried recently to reduce freight rates, in which scheme they have suffered signal defeat. This scheme of reducing rates was practically a "raid" upon the wages of every laborer upon a railway in the State of Minnesota and the systems which have their terminals there. If a railway company has to do business at a loss in one State, it must be made up somewhere else. Labor, unless sufficiently organized, is the first to suffer. I do not see how we can stand by and not try to extend a helping hand to corporations that employ us. If the party in power had been honest in intent, it would not cut so much of a figure, but the agitation was gotten up simply to "rope" in the unthinking farmers, and at the expense of the common and skilled labor on every railway in the State and beyond. No farmer yet ever saw a reduction in freight charges affect the price of his coffee, sugar, or bacon. Competition amongst the merchants themselves reduced the price always, and until there was competition, the merchant simply "socked" the difference of the reduction in freight charges into his own "jeans." The section man got \$1.10 instead of \$1.75 as he ought to, the farmer got experience and a mortgage on his place, and the rest of skilled railway laborers suffered proportionately.

Do not think or say that legislation does not cut any figure in wages of railway employes, or other labor, when adverse. I have been a long-whiskered farmer myself, too tired when night came to comb out the hay from my long and flowing beard, have suffered all their hardships, and I know what I am talking about, until I was disabled totally (by gun shot). I made a success of farming on the lowest prices ever given for a commodity during a Cleveland administration, and 33 cent wheat. We do not wish to legislate against the farmer, nor do we want the farmer to legislate against us in such shape that we have got to get "trusted" for everything we buy of him. Good wages make the price of every commodity higher, and it all comes back to the farm and ranch in the end.

I wish every railway man who gets this number of our magazine will do all that he can personally to cause it to be read by every employe. If the laborers cannot read, read it to them, and then when you all go to the polls, cast your vote against the party and the man who tried to reduce your wages to further his own end politically. We don't want any more reductions. There is not a farmer in the country to-day that is not making a better living than the average railway employe, according to his class. We need to help each other

mutually. The railway men are fair, but they want "Populism" and other so-called "reforms" where they will not quite compel serfdom and bondage for the average railway employee.

I have not said anything locally this month, for the reason that all is well and so satisfactory that it is not needed.

CERT. 42.

Pittsburg, Pa., Div. No. 52.

For the first of the cold weather series of meetings, our second meeting in September was a hummer, and one that was an enjoyable affair to those who were lucky enough to be present, and it certainly did cause one to think of the old timers. Every one present seemed wide-awake, and never lost an opportunity to speak their mind on the many subjects of importance brought before them. President Mac. had his own troubles holding them in check, but rough edges will soon be smoothed over, and then let all beware of the gavel.

At roll call a few of the offices were found vacant, which were filled by the President for the evening. Several petitions were read, and as a result, the goat will be brought forth for a few rounds at our meeting of October 20th.

Bills were ordered paid to the amount of \$21.56 for sick benefits and expenses. Grand Division affairs were discussed to some extent, also the new schedule on the B. & O. came in for a long talk. Our By-laws, which have been hanging fire for some time past, were finally disposed of, and the Secretary instructed to have copies printed without delay, as soon as approved by President Powell.

As this was the night we were to elect our delegates to the Special Session, quite a number of Brothers were nominated, and after the ballot had been taken, Bro. Ullery, as judge, announced that Bros. C. F. Grove, C. J. Hagan, and S. J. Konenkamp had received the highest number of votes cast, and upon tendering the honor to them, all three accepted and promised to go. After the regular routine had been disposed of for the evening, the question of compensation for the delegates interested the Brothers for some time, and a per diem rate was decided upon instead of a lump sum, as has been customary heretofore. As the delegates should be able to make a complete report at our meeting of the 20th, all members should make a special effort to attend this meeting.

KONEY.

Richard L. Robinson, deceased.

We regret to announce the death of Bro. Richard L. Robinson, a member of Division No. 52, which occurred September 20th, after a short illness from typhoid fever, and whose funeral took place the next day at his former home, Bolivar, Pa. Owing to the short illness of our Brother, together with his being buried so soon, the entire arrangements were carried out before many of the operators knew of it. The funeral was in charge of Bolivar Tent, No. 27, K. O. T. M., of which he was also a member. They met P. R. R., No. 12, at Bolivar, and escorted the remains to the M.

E. Church of this place, where Dr. W. G. Mead made a touching address over the remains, and uttered a few soothing words to the friends and relatives of our deceased Brother.

From the church, the remains were taken to West View Cemetery, and there laid to rest with Maccabean honors. A beautiful floral tribute, in the form of a lyre and wreath was sent by his co-workers upon the Pittsburg Division, and Operators Dias, of Nineveh, Roth, of New Florence, R. Long, Love and Bargman, of Bolivar, were in attendance, the latter two acting as pallbearers, being members of the K. O. T. M.

CERT. 1158.

Pennsylvania Railroad.

Pittsburg Division:—

When looking over our TELEGRAPHER last month, we were pleased to find that our division was represented. With the kind permission of Bro. Perham, I will try and give the Brothers and Sisters a few notes, starting in on the East end. I will drop in a brief minute as I pass along.

At "GZ" we find Messrs. Harvey and Lear on the first trick. "AD" is not afraid to take your business on No. 2. Mr. J. C. Hilty, second trick man, has become very popular among the fair sex in Altoona since his arrival in that place. Who is it now, "NJ?" Roxey or the Duchess?

Miss B. M. Olivar returned to duty at "GY" on September 3d, after an illness of two weeks. Glad to see you back, "B. M."

Miss Ermire having returned to duty at "SF," after an absence of three months abroad, caused a few changes on the hill. Miss Olivar who was working first trick is back at her regular hours. Rhoods to "KN," days, and Miss Miller nights.

J. L. Paul, third trick operator at "GZ," returned to duty after a week's illness. If you want a set of store teeth, call on Joe. We wish you success in your soon to be adopted profession, Joe.

Miss T. D. Miller, night opr. at "GY," made a short visit to Cresson, on September 19th. What is the attraction, "MG?" Is it Andy?

At "MO" we stop to grasp the friendly "paw" of T. W. Ryan. Tom has been off on the sick list for about ten days, and we 13 he visited Pgh. and other places of interest before reporting for duty.

W. J. Meehan, second trick man, still continues to be the handsome ornament for the Lilly band. "VR" is still in politics, and says we will elect Bryan or —.

Big Billy, alias Andy Hoefacker, third trick man, is fat and jolly as of old. "WR" says he lives on roasting ears and love—by telephone.

At Lilly we find F. J. Veigle, first trick, with a quid in one side and pipe in the other. Fritz is all right, if he does go to Johnstown quite often.

A. Veigle is sleeping on the second berth, and we 13 is quite a marksman. For information, we refer you to signalman Behe.

J. W. George, on third trick, still continues to handle the slide trombone. Keep her oiled up, Shorty.

H. D. Border, at "NY," is still an expounder of the prohibition cause.

C. W. Cullen, the ladies' man, does the owl act, and Jas. Lynch, working extra at "NY," his brother having resigned.

We 13 the following changes will be made soon: Noel from "SN" to second trick at "NY;" Biter from "AO" to "SN;" L. Seaman, second at "W" to first at "AO;" Pettigrew, second at "W;" and Jos. Lynch, third.

Mr. A. O. Seaman, the wide-awake operator at "SO," South Fork, was off duty two weeks on account of his eyes. You have our sympathy, "AO." Does "OS" visit at "GY" any more?

R. H. Costello, at "SN," wants to say, if it is a little late, that he enjoyed the operators' picnic, and, like the majority of the boys, wants to see it a regular annual event.

Mr. C. V. Pickerill, opr. at "SO," has returned and settled down, after taking unto himself a wife. "CV," we wont do a "ting" to you for not giving us particulars, but if you wish to redeem yourself, we smoke ten centers.

Mr. Ed. Long, from the west-end, made a short visit to Altoona, on Sunday, September 16th. Come again, "Bunt," but, next time, stop at "KN" for a drink of "ice water."

Mr. Seaman, the Wilmore photographer, spent Sunday, September 16th, at "KN."

Any one desiring a sample of Miss E. F. Oliver's improved washing powder can have same by calling at "SF," but, boys, take the advice of one who knows, and don't leave any sugar about the office.

At "MP" we find the old veteran, Mr. W. H. Pickerill. His son-in-law, Mr. Bosley, does the sleeping at night.

As we are riding on one of Armour's palace trains, and unable to get a stop-off until we strike the hill at Packsaddle, will have to skip a few of the Brothers and Sisters, and drop in at "IJ." Here we find Mr. Long, who has taken the place of Bro. Robinson, deceased, Mr. Doake resting his feet on the table at night. Who is she now, Charlie?

Down on the branch we find W. H. Saul night opr. at Tarr. Mr. Saul was called home September 19th by serious illness of his baby.

C. Null is working nights at Tarr.

Dispatchers Brant, Sherrick, and Moser, Operators Crosby, Pyatt and Straun copying, while Harry Rothrock holds message side down at Ever-son.

J. H. Cline is doing the second trick act on machine at "SW." Diehl, second trick man from "CJ," taking Cline's place as third trick message man at "SW."

At "GH" we hear a new fist, Mr. Reed, formerly of Greensburg. "RD" is all right, also his running mate, Mr. E. J. Amend. These boys are working twelve hours, account "CD" leaving them.

Mr. Tarner is now rusticated in the country, and expects to soon be able to return and report for duty. Call around, Mike; we have a new brand.

Copiers Stoll and Hess are working twelve hours. The boys out the road will please note that and be good. A copier's trials are many. Briggs and McCabe, two "OD" boys, are taking a fall vacation.

Mrs. E. A. Pringle, who has been spending her vacation in the East, has returned, and will be found at the old stand, "UJ."

"FD" reports having a delightful time while away.

Miss Huston, who has been gazing at the stars from this office for several months, relieved "FD," and says day work is all right, thank you.

"RH" is now taking a week's rest, and will visit Altoona and Derry friends.

The boys—and gals, too—will be glad to hear that Mr. Horner has returned to his first love—Pgh. Div. Give us your hand, Clyde.

J. H. Green, our hustling second trick man at Wilkesburg has returned to duty after spending two weeks' vacation with friends in the East. Also took in Philadelphia, New York and Coney Island. At the latter place he made good use of his camera, and says he caught some beauties on the beach. "XA" thinks two weeks go around mighty fast when he is on a vacation. Glenn and Bankert did the twelve hour business, and "MS" thinks it's not what it's cracked up to be.

Dropping in at East Liberty, we find three jolly, good fellows: J. J. Standly, who is an old vet. at the business, holds first base down with an ease that would do an amateur good to see. S. G. Clinger does the elegant on second trick, while on third we find a swift boy, H. A. Kacy.

"BX" has returned from a visit to the old home-stand, and once more has his eyes on the flyers.

And, again, everything coming our way. Another application sent in from the west end. The candidate will be put through October 20th. Come in, boys, and see how the goat does the work. But that is not all. We are promised two more after October pay. Now, boys, do some hustling before the holidays come around. Remember it's only \$6.75 after October 1st. That includes every thing up until 1st of January, except a few cents for the life insurance.

Lost.—An increase in salary, somewhere between Altoona and Pittsburg. The finder will please notify the operators along the line, and receive their blessings for ever and ever.

We got a passing glimpse of our old comrade in arms, W. G. North, who was on the streets of Pgh. the 17th. Mr. North and wife have been spending their vacation at the shore. "WG" deserves a good vacation with pay after his many years of faithful service. We 13 Mr. Patterson and G. North doubled up during Will's absence.

Mr. C. M. Sheaffer, the popular div. opr., of the Pgh. Div., accompanied by his children, has been enjoying a much needed rest in the eastern end of the State. After visiting Harrisburg and other Eastern cities, Mr. Sheaffer returned much to the good for his short vacation, and can be found at the old stand, but with a new carpet for the boys to walk. The O. R. T. boys appreciate Mr. Sheaffer's kindness towards them, and recent promotions and changes will go to show that no discrimination is shown. Do your work and do it well is what he requires. No drones wanted in his camp. Nons will please keep their eyes open and observe for themselves. Come in, boys, your job is safe so long as you keep your work up to the

standard, and all Order boys should try to do a little better than that.

Mr. Wm. Allenbaugh, our hustling assistant div. opr., left Saturday, September 8th, on an extended Eastern vacation. "WA" is well liked by all the boys, even if he can't let them off for every ball game and circus that strikes town.

The many friends of J. J. Daniels will be glad to hear of Jack's promotion to night yard master at Youngwood, on the Southwest branch of the P. R. R. "DF" has grown up with the company, and is well liked by all who know him.

P. S. Pyle, an old "OD" boy, but lately connected with "EP's" office, and Lloyd Smith, an ex-dispatcher, have been put in charge of the new branch at Uniontown. Success to you, boys, and do not forget your old friends on the main line.

Mr. Dinges, the veteran opr. on the mountain, was visiting Pgh. friends, Saturday 15th. You will have to excuse our sudden break to get away, Pop. You know, trains are like time and tide—they wait for no man.

At "WG" we find the lightning slinger, J. J. Beiter, days, and M. Sumpman doing the owl act. Mr. Sumpman is a new man on the P. R. R., and thinks our system is all right. Since his coming to this road, the "grim reaper" has taken a sweet little face from their family circle. "UM," the operators on the Pgh. Div. sympathize with you and Mrs. Sumpman in your great loss.

Miss M. L. Carey, our obliging opr. at "GH," was hustled to "VI" on short notice, about the 17th. Miss Murdoch, regular opr. here, was taken suddenly ill, and had to report off. Hope to hear you working soon, "EM."

We are sorry to learn that Mr. Russell, second trick man at "N," is off duty, account of his youngest child being very sick. Wentz and Daniels are working twelve hours until "RA" returns. It is said these two young men will shortly place on exhibition a collection of crawling animals, with bed bugs as a specialty.

W. H. Hiller, our heavy man at the stock yard, says he wouldn't be afraid of tackling a wild western steer or broncho, but is just a little shy of "Billy." Never mind, "XC;" he has been ridden very hard lately, and will be found meek as a lamb.

H. C. Roberts, the heavy man in "OD," expects to leave on a vacation soon, and will go to the mountains. Be careful, Harry, "dears" are plenty up there.

Will cut out, now, and hope to meet a number of the boys at our meeting, October 20th.

Yours in S. O. & D.,

LONG-ACRE.

Buffalo, N. Y., Div. No. 8.

Bro. J. J. Donohue died, September 15th, at the home of his parents, Big Flats, N. Y., of consumption. He was a charter member of Division No. 8, and has always been a faithful worker for the Order.

At regular meeting of Div. 8, September 27th, the following resolutions were adopted:

WHEREAS, Almighty God in His infinite wisdom has removed from our midst our worthy Brother, J. J. Donohue;

Resolved, That we bow in humble submission to the will of Almighty God, believing that He doeth all things well. Be it further—

Resolved, That our charter be draped in mourning for thirty days, and these resolutions spread upon the minutes of this meeting, also published in our journal, THE RAILROAD TELEGRAPHER, and a copy sent to the bereaved parents.

M. F. METCALF, Chairman.

B. F. SNYDER,

F. C. GOWAN.

MARRIED. Bro. A. B. Cudebec, of Belfast, N. Y., and Miss Oro L. Moe, at the home of the bride's parents, Houghton, N. Y., September 3, 1900. Bro. Cudebec is one of Buffalo Division 8's most popular members.

Div. Cor.

Canadian Pacific Railway.

Montreal and Ottawa Section:—

With apologies to the regular scribe, I will try and let the faithful know how we stand on this Spur.

Note we have quite a few nons, but hope they will soon see the light. It is related of one of them on being jollied on his non-membership, he made the remarkable statement that he could not conscientiously join, as he firmly believed the company was paying him more than his services were worth. He is a good man, too, and it takes him far into night to catch up with his clerical work. So he must value his services pretty low. I haven't heard, though, that he ever reimbursed Div. 7 for expense entailed in getting him his present salary.

Hudson—Where the swell push from Montreal spend summer, is still held down by Bro. Park.

Rigaud—Which has quite a reputation on account of its "college," has Mr. Gayer as agent.

Point Fortune—Mr. Sansregret.

St. Eugene—Bro. Bell. Dan, we all hope you will get the Fortune at the Point.

Van Kleek Hill—Bro. Appleby, who is, we learn, making preparations to receive complete reports of all pugilistic encounters.

Caledonia Springs—Bro. Appleton, who is growing to be a miniature Jumbo, all from saline water.

Alfred—Bro. Dubois, "he of the curly locks."

Plantagenet—Mr. J. F. Meaney.

The Brooks—Bro. A. E. McAmmand. Mac says he proposes to enquire into this catnip tea business himself.

Hammond Jct.—Messrs. Z. and F. Carriere, C. A. Ry. men, both holding up-to-date cards.

Leonard, Ont.—Bro. O'Leary (Father), an authority on the British-Boer war, also catnip tea.

Navau—Bro. Hearne. "F" has just returned from a ten-day holiday trip to Detroit and Canada work.

N. Y. & O Jct.—Bro. Robertson, days, with Mr. Boise nights.

Ottawa, C. D.—Mr. James Swan. "S" hasn't a thing to do but sail around the Basin, when he is not telling people the Central Depot cost the City of Ottawa \$50,000. Jim is quite a joker.

CERT. 1238.

Eastern Division—The Sunday Question:—

I have not observed anything in our journal on the above subject for some time, so would like to stir it up again.

Over here in Canada we sing that "Britons never, never, never shall be slaves," and, of course; we mean it, but I wish to ask, what constitutes a slave? If a man who has to work from twelve to sixteen hours a day—each of the 365 days in the year—is not a slave, then I am at a loss to understand the term.

It may be true that he is paid to work every day in the year, though as a rule I do not believe we are so paid, but even so, living does not consist of working and eating and sleeping. Horses (and asses) may be so employed and feel that they are filling the place Providence fitted them to fill, but men and women were intended to fill a higher place in the universe.

Work is all right, but what we need is a little time for other things. Now, how shall we get it?

In other lines of business there are half holidays during the week, and people have their Sunday. In the railroad world it is the exception to find us enjoying the day of rest, and things are getting worse instead of better. Especially is this true of the great trunk lines, where traffic is uninterrupted for a solitary moment throughout the entire year.

Day by day there is greater demand for "quick despatch," and the people who demand it, as well as the dividend-makers whose efforts are put forth to furnish this quick despatch, have no thought whether this means the destruction of our day of rest or not.

Most people never give the matter a thought; it is time we took a hand.

Medical students in one of our colleges have a professor who cautions them that when they get a serious case, they should "do something." I propose that we "do something."

It is all in our own hands. In the first place I assert there is no good reason why Sunday traffic should be continued.

We shall hear some one say: But you can't stop the mails; and you can't stop live stock; you can't stop trans-continental trains. I tell you, my Brothers and Sisters of the telegraphic fraternity, it's all a matter of the almighty dollar, and just so soon as we come to ourselves, this Sunday business will come to an end.

If every man who feels the grind of this business would constitute himself a committee to agitate his own particular patch of garden about this, there would be a growth of sentiment against this Sunday work during the next year that would surprise us all.

I would like to see this question take a more prominent place in our discussions than it ever has in the past.

Let's hear from the East and the West, and from the North and South on the subject.

The ladies are interested, I feel certain, and if they will take a prominent part in the agitation, there is no reason why we should not make a stir.

We may wait for relief until the crack of doom from any source whatever, except from a united stand by the different brotherhoods, and by

every man in every branch of the service. While I wait to hear the O. R. T. say "Amen," I am,
Fraternally yours,

SEAPAR 511.

Kansas City, Fort Scott & Memphis Railroad.

Arkansas District:—

Bro. T. J. Bowers, at "BO," reports a fine O. R. T. girl at his house. Welcome, Miss B.

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Bro. J. F. Perry has gone to Marion, *pro tem*.
= o = o = o =

There are a number of new men coming on. We do not know whether they are Order men or not. We do know, however, that there are some good men here who should come into the fold, and a little missionary work would be energy well spent.

The split hour system over here is becoming rather irksome. Boys, why not work to the end of having it remedied?

Let everyone speak a word to his neighbor, and if he is not "on," show him the advantages to be gained by coming into the Order.

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Bro. Chitwood at "MC," has quit the key and has gone into the mercantile biz.

Yours in S. O. & D.,

CERT. 4024.

The Oregon Short Line.

All Members, O. S. L. System, Division No. 60.

After this date all members of this division will please make all remittances to me at the address below. There are a few of our members who have not as yet paid their dues for the current term. I hope that they will attend to this at once, as we wish to figure on our strength here. With best wishes, I am,

Yours in S. O. & D.,

W. A. HAWK,
Local Secretary and Treasurer.

Melrose, Mont.

Chesapeake & Ohio Railway.

Cincinnati Division:—

After waiting a few minutes for the Huntington & Lexington boys to meet with us, seeing that no one was going to appear, the meeting was called to order by Bro. W. D. Hiser, Local Chairman of Cincinnati division, Bro. Grogan acting, as usual, our worthy Secretary. The following Brothers were present: Bros. H. K. Shaw, of Mentor; Wm. Traber, Concord; Wm. Vicroy, Carrs; W. H. Glenn, Limeville; W. E. Allen, So. Portsmouth; H. L. Willis; last, but not least, S. J. Wheeler, of Buena Vista.

After reading the minutes of previous meeting, and other very important correspondence, balloting on one candidate from Cincinnati division; was duly elected for membership. It is very plain to me, as well as to the rest of the attending Brothers, these meetings along the

whole system are not attended the way they should be. For myself I think there should be a law in our constitution compelling a member to attend, say at least one or two meetings a year. When I say this, I am not hinting at any one Brother, but all of them along the whole system.

There can be no excuse offered for a Brother not attending at least one or two meetings in twelve months. It makes the work very hard on just a few each when you will not turn out. The following Brothers were elected for delegates to Special Session of Grand Division which convenes October 8th: E. L. Stratton, Balcony Falls, Va.; G. P. Grogan, Russell, Ky.; W. D. Hiser, Russell, Ky., and J. F. Briant, of Talcott, W. Va. Alternates: Brothers L. E. Hicks, H. I. Manlove, M. L. Harrison, and C. S. Turner.

We have some first-class hustlers on Cincinnati division, as well as other divisions, and then we have some that have never attended a single meeting. You would, no doubt, accept a little raise in salary, wouldn't you? but you do not want to work and help get it. I presume we have members that never talk organization to their night man, or to any non-member. You have said you would help the Order along in every way you possibly could. Are you doing it? And while you are securing new members, be careful who they are. We have some not eligible, and others not worthy, and would not have.

Bro. F. A. Allen is enjoying himself up in the mountains of West Virginia.

Bro. Bonnell is fixing up batteries and billing freight in his absence.

Bro. C. G. Earman resigned his position as night operator at Limeville.

Bro. C. H. Freye has resumed work after a suspension of thirty days. Be more careful, Brother, in the future.

Bro. S. F. Reed, extra man, is at present laying off, account of illness of his mother.

Some of our Brothers have been sleeping too much on duty nights here of late. Better be careful, Brothers, snow will be flying before many months.

Bro. G. F. Willis, of So. Portsmouth, and Bro. H. L. Willis, of Zion, had the misfortune of losing their dear mother, last month. You have our deepest sympathy, Brothers.

Bro. Tulley and wife are enjoying a few days off, visiting among their various people at Springdale and Maysville. Bro. Hiser is officiating in his place, and Bro. Rinehart in Hiser's place of a night.

Bro. Murphy, of Garrison, nights, is doing the day act now, Mr. E. C. Ferree going to Covington Depot nights. Bro. Barker figures tonnage of a night.

Some how or other it was overlooked, but the cigars are just as good now as any time, a big O. R. T. girl made its appearance at the home of Bro. Manlove, of Vanceburg, last July.

We still have the pesky student at several of the offices along the line. You are not aware of the fact that there have been a couple little accidents happened in last few months on account of this. If you won't heed, why suffer the consequences, that is the best thing for you fellows.

PICK.

Greenbrier District:—

We met in Hinton, September 28th, meeting called to order by Bro. Bobbitt. We had one member to ride the goat, Bro. Houchins, from Meadow Creek. He did it in good shape, too. We transacted some very important business, and discussed some very serious questions pertaining to Division No. 40 in the near future.

The New River District was represented by Bros. Bobbitt, Vast, Houchins, Galliger, Houston, and Brothers Jones and Rushford, who work in Hinton, and others. We had only one member from the Greenbrier district.

Boys, this shows up pretty bad on us. There is no reason in the world why the boys from this, the Greenbrier district, cannot attend. We should have at least one member from each station. We have only one meeting a month, surely you could make that little sacrifice, especially when it is for your own benefit. If you would only come out once and see what a good time we will give you, you would not think it a loss of time. You would try and be there one the next meeting night. We always have a fair crowd from the River, but could have more.

Get after them, Bro. Galliger, and have them move out. I know you can. Call up Bro. Bobbitt, or Bro. Rushford, and tell them you are coming, and they will send you a pass. Boys, when you get through reading your TELEGRAPHER, send it to some non-member; we have some good material to work on, and each one of us should make an effort to bring them in. We must show up a solid front in the next few months.

I think we will have Bro. Stratton with us next meeting. Come out, boys, and hear him.

Bro. Briant, of Hildale, has been promoted to train dispatcher at Hinton. Glad to see you there, Brother F., and so are the rest of the boys.

We want to see a good crowd next meeting.

Yours in S. O. & D.,

"DON."

The Southern an Object Lesson.

From the looks of traffic on the Southern Railway, it seems that the boys are still keeping an eye on the Scab Route. I heard a conductor say, a few days ago, that none of the train men were making anything except the local freight men which shows that the Scab Route is getting nothing but what is obliged to go their way.

The officials are under the impression that we will soon forget them, and that they will soon get their usual amount of freight, but we want to give these people an object lesson that they will never forget. Do not let up on them for a moment until they own their defeat and ask for mercy.

Just note how their stock stands on the market. They have tried to force it up, but it only stands a few days, and then falls back to low water mark.

They continue to handle a great many passengers, but if the traveling public only knew the danger of riding on this line, they would patronize better roads. Only a few days ago, one of their fast passenger trains ran into the rear of

one ahead of it in the yard at Monroe, Va., breaking an engine and one passenger car. The only reason there were no dead or injured was that the rear car was an observation car, and not occupied at time of accident. The engineer says it was just luck that he did not demolish this train completely.

The Brothers selling tickets over this line will remind the travelers to have their lives insured before starting over it.

Just a few words to the non-members and I am through. We would like to know how long you will take to learn the good of organized labor. We have worked long and faithfully to get you all in, but it seems that some few will stay out by themselves. For the sake of yourself and your children, come in and help us push the good work along.

I wish that every operator member and non-member could have read the editorials of the past two weeks in the *New York Journal*. This paper is a champion of the laboring man, and the plea of this editor for arbitration for the coal miners of Pennsylvania was enough to turn a heart of stone.

The editor reminds the coal operators that a fight to destroy a labor union is as useless as it is senseless.

Will you not come into the fold and help us in this our struggle for living wages and fair treatment. Think it over and send in your petition. With best wishes, I am,

Yours in S. O. & T.,

UP-TO-DATE MEMBER.

Harrisburg, Pa., Div. No. 3.

Does "UD" know you're out?

Day Opr. W. A. Wilson, at Port Royal, has resigned the key and accepted the position of assistant agent at that station. Bro. W. H. Underwood has been promoted from night to day trick.

Opr. E. Brant Shatto, at "CB," Lewistown Junction, took in the fair at Newport. How was it, Bud?

It is "Brother" now with many more than when Brother Dacres first struck this pike, and glad we are to extend them the hand of fellowship. Now, place that monogram, "O. R. T.," upon your lapel, or wear your sounder button, to show those who can read the sign of the times that you are up-to-date. "There are others" yet to receive a call from Brother Dacres, but probably not until after the Special Session of the Grand Division has adjourned, and when he calls, be prepared to meet him. Give him your attention for a short time, and see what good things he has on hand, if you only accept the offer. Get down in your jeans and place your name among those who are interested in their work, and how to secure the best results. The Brothers along the division where the Brother has not yet been can assist him in his labors wonderfully by talking O. R. T.ism in season, out of season, and all the time.

Did you realize that, despite the calamity howlings of some people, that the old middle division

of the "Pennsy" is still doing business at the same old stand? Well, if you have not already done so, probably the following clipping from a Lewistown paper may serve to enlighten you:

"Saturday a new record was established on the middle division of the Pennsylvania Railroad in the amount of business handled, and the number of cars passing a given point.

"The point where the records are kept is now Lewistown Junction, and Saturday's figures show that 115 trains passed that point on the day mentioned. These trains had a total number of 7,029 cars, made up of 647 loaded and 3,291 empty cars westbound, and 3,070 loaded and 21 empty cars eastbound, the eastbound including 1,904 cars of bituminous coal, with a capacity of nearly 75,000 tons.

"The best record made any previous time was on April 1, 1900, when 6,811 cars were handled on the division, and passed that place."

How is that for a division that it is claimed cannot compare with the other divisions on the system, and where the telegraphers handle the passenger trains besides? Not so bad when you consider they work twelve hours per day, and receive the least pay of any of the three divisions, eh? This is food for reflection.

Extra Opr. F. W. Mickey has hied himself away to the remote Lehigh Valley Road for a "fat" position. He has our best wishes.

On account of being sick, Bro. Dacres was unable to attend the meeting Thursday the 20th inst.

We do not wish to urge the Brothers every time to attend the meetings of the division, as we believe they all know their privilege as well as their duty, but in order that those who conduct the business of the local organization may be encouraged, try and be present when you can, and take part in the adoption of measures for the benefit of yourself and others. The last meeting was fairly well attended, but not what it should have been, considering the numbers in position that it is reasonable to suppose could attend. Be loyal, not only in paying your dues, which, by the way, are the sinews of war, but in attendance at meeting. This is the last sermon on this text; the next to be upon a new text entirely.

Bro. Simpkins and wife visited in Harrisburg. Rumor says the Brother was earning the furniture. How about it "KO."

What is the attraction at Mt. Union that necessitates the frequent calls of Extra Operator Cozzins in that direction? Say, "CZ," take our advice. Join the O. R. T. and then when the affair terminates, we will smoke to your happiness.

Bro. C. M. Robinson, formerly of Spruce Creek, shook hands with the boys along the middle division as he passed on his way to Pittsburg, where we "13" he will locate.

LAMUS.

Erie Railway.

Susquehanna Division.—

Opr. E. O. Owens, night man at Cameron, has secured the vacancy at "SR" tower, located at

west end of Susquehanna yard; he has the day trick.

Opr. Frank Palmer, for many years night man at "SQ" tower, has left the service of the company to accept a more desirable position with the American Telephone and Telegraph Company, in the capacity of foreman of line gang. Success to you, Frank.

Opr. J. P. Lyons, night man at "SR" tower, now holds the "owl" trick down at "SQ" tower.

Opr. W. A. Van Antwerp, who has been station agent at Hickory Grove for past two years, has secured the vacancy at "HQ" tower nights. Extra Opr. F. B. Delancy, of Binghamton, has taken the agency at Hickory Grove.

Opr. T. J. Creagh has been promoted from the "owl" trick to day job at "HQ" tower.

Extra Opr. N. E. Kinney has fallen in line for regular job, and is located at Great Bend tower, nights.

Extra Opr. Val. Branch has secured a regular position as day operator on the Buffalo & Susquehanna Railroad, at Westfield, Pa.

S. W. Doane, the popular conductor on the "Cat," and his efficient train crew, have provided themselves with all the necessities for a successful bear hunt, and will leave the "swale" about October 1st for the wilds of Pennsylvania with this purpose in view. The train crew will depend on Steve to do all the hand-to-hand conflicts, as he is the "heavy weight" of the party, and used to be an expert in the business in his boyhood days.

Block inspector T. F. Pickley officiated as chief dispatcher during the absence of Chief Dispatcher J. A. Healey, on his vacation.

Opr. W. J. Steele, who has been working as extra train dispatcher for the past two months, has resumed his old position as car man in superintendent's office. While yet a novice in the train dispatching line, he held it down in good shape, and kept the boys on the line hustling to "report when coming," and "report soon as they go." W. J. S., you are all right.

Extra Opr. J. C. Branch, of Campville, starts for Portland, Ore., October 1st, where he has secured a good position. John is a hustler, and will be sure and make a success in the West.

Opr. Bowyer, of "UO" tower, has secured a position in dispatcher's office on the New York Central, at Corning, N. Y. Success, "CB."

Opr. Nichols has moved his family from Canisteo to Union, where he intends to reside in future.

Telephones have been placed in nearly all of the towers on this division, in addition to the telegraph. The "old reliable" is always up to date, and no expense is spared to make it the safest road to ride on, which their past records will show is the case, since the black signal has been installed on this line.

Opr. H. E. Spring, of Canisteo, is absent on vacation, relieved by E. J. Kelly, extra operator.

Assistant Train Master C. H. Delancy has returned from his trip to Paris Exposition.

Extra Opr. C. R. Cole is working at "UO" tower nights until regular man is appointed.

Extra Opr. Dee is working at Cameron until regular man is appointed for the "owl" trick.

Opr. Hemstrought, of "IX" tower, absent on vacation. Relieved by Extra Opr. D. L. Cole.

Opr. Franz, of Corning depot, days, on vacation; Night Opr. Linderman working days, and Extra Opr. Beattie, nights.

Extra Opr. Baxter has resigned, and has accepted a regular position nights at Stokesdale Junction, on the N. Y. C.

Opr. Ryan, of "GJ" tower, is on the sick list, Opr. Murphy working days, and a new extra man nights.

Opr. F. M. Kelly, of "RX" tower, has a leave of absence for thirty days, and has gone to Denver, Col., where he expects to get a position with the D. & R. G.

Billing Clerk J. E. Colgrove, of Canisteo, recently visited friends and former operators at Canisteo: H. M. Bowman, at Owego, and G. H. Nichols, and N. S. Whitney, at Union.

CERT. 291.

Meadville Division East:—

A special meeting of the members of the Meadville Division East, of Erie Railroad System, Division No. 42, was held in Maccabee Hall, Jamestown, N. Y., Saturday, September 22d, at which there was a very good attendance. Officers appointed were chairman and secretary.

The following motions were made and carried:

1. That the division hold regular meetings the last Saturday of each month.

2. That each member present be appointed a member of a committee to do missionary work among the non-members. The object of the Special Session of the Grand Division, to be held at St. Louis, October 8th, was discussed at great length. It was resolved to send the delegate representing this division to the Grand Lodge uninstructed. The object of holding these meetings each month is to give our new members a better idea of O. R. Tism, also to develop the interest already shown by all our members. We hope, by the first of another year to report our division solid to a man. The way the applications are coming in, and the assurances we are receiving daily, the result can not be otherwise.

Bro. Dickinson, of "DV" is away for two weeks' vacation. Extra Opr. Holmes is doing the night work, and regular Night Opr. Stafford the day trick.

Bro. Jerry O'Neil is taking a vacation. Bro. Chapman does the night work, while regular Night Opr. McElroy is doing the day work.

Bro. S. E. DeWitt was absent a week, account sickness of his father.

Bro. J. W. Tynan and wife, of Marion Junction, stopped at Jamestown one night, *en route* to Niagara Falls and New York City. Success to you, Brother "SA," and trust you had a pleasant trip.

Extra Opr. W. R. Rishell is working at "WX" tower during Bro. Leeway's vacation.

Brother S. W. Jobs, of "A," is taking a few days' vacation.

It is with regret that we mention the absence of Brother S. E. DeWitt from duty, on account of the death of his aged father. The Brothers of

Division No. 42 extend their deepest sympathy to Brother DeWitt in his hour of bereavement.

Brother Hayes, regular night man is doing day work during Brother DeWitt's absence.

Brother Carron, regular night man at "VN," is at "JN," doing night work in Brother Hayes' place.

Extra Opr. Jobs, of Grant, is doing the night work at "VN."

Extra Opr. Cole has been appointed agent at Red House, account Agent Knight going to Bucktooth as regular night operator.

The following is the result of the election held for delegates to the Special Session of the Grand Division:

Wm. Clancy received 58 votes; S. E. DeWitt, 46; T. W. Newell, 44; T. A. Murphy, 39.

Alternates—Geo. H. Hurron received 65 votes; C. M. Dickinson, 63; J. A. Jones, 49; W. H. McDonald, 44.

CERT. 404.

Mahoning Division:—

The meeting of the Railroad Telegraphers Social Club was held in Cleveland, Saturday night, September 22d. A good crowd was present, and all seemed to think they were benefited by coming. Now, boys, all try to get out to the next meeting, which will be held in Cleveland, November 24th, as business of importance will be transacted, which is of interest to all.

Extra Opr. Norton worked at "HK," September 22d, in Bro. Case's place.

Bro. J. H. Helman, agent at Mantua, is taking a vacation of a month, and is visiting points of interest in the West. Extra Agent Mackey, of Warren, is in his place while absent.

Bro. T. A. Murphy was elected a delegate to represent us at the Special Session, at St. Louis, October 8th. Tom is a first-class man, and we all know he will do what is right to all concerned.

Leavittsburg days and Wilson Avenue days are advertised at this writing.

Extra Opr. Armstrong is working at "WH" nights for a week or two.

CERT. 54.

Opr. Holbrook, at Sharpsville, is off for a month.

Opr. Cull working at "GE."

A good many of the operators on this road say as soon as they get to be agent somewhere, that they are out of the department, and therefore do not need to belong to the O. R. T. While it is a fact that half of the places where a man is agent and operator, other places ticket agent and operator, do not pay over half what other men get for same work on other roads. These men teach students, and do as much harm to the O. R. T. as if they were actually in train service.

I am sure I know of no class of railroad employes who need protection any more than these same men, and as a great many of them are ex-O. R. T. men, it seems they might be a little more consistent.

I believe if we had a good, well posted organizer, who was posted as to wages and condi-

tions these men work under, would accomplish a great deal of good on this division.

CERT. 54.

Philadelphia, Pa., Div. No. 4.

The new duty of division correspondent having been placed upon me, I will endeavor to enlighten, as far as possible, as to the working of our lodge.

Philadelphia Division, No. 4, met at their old stand, on their regular meeting night in September, and transacted such business as was duly brought before them. Of course, if it did not happen yet, we left it untouched. If not mentioned here, it did not happen.

Bro. Kerns was reported still sick, but on the mend. This, along with a recent letter from him to one of our boys, stating he was recovering, and that two positions had been offered, one at \$75 and one at \$70 per month, soon as he wishes to resume, is gratifying news. Let us hear from you often, Brother Kern; distance does not take you from our memory. Four weeks' benefits were drawn in favor of Bro. Kern and handed to his mother by Sec.-Treas. Frazer.

Delegates to the Special Convention were regularly elected, and authority placed in their possession to draw on the treasury for the necessary collateral, no matter the amount, so long as it be well expended. Hiller, the Stonewall Jackson, and Richardson, the William Penn of No. 4, being our selections, No. 4 may well feel assured that it will be amply represented. They are of the contingent whose watchword is, "First in war, first in peace, and first in the history of our country;" or as Lincoln said, "My country; may she ever be right, but my country, right or wrong." The boys all wish them God-speed and pleasure to combine with their task.

With an attendance of about 68 members, we experienced no trouble in having all questions well argued, the only objection being to Bro. Conway giving a description of his wife's aunt's attitude on all questions. We are on to you, Dickie.

Sorry to say some few of our boys are not quite paid up to date. Come up, boys, you never know when the Gatling gun of tyranny well be turned on you, and then, of course, you can appreciate our defense.

Bro. W. J. Price reports having had a fine time on his trip to San Francisco, but it leaks out, incidentally, that the best he could get in the line of work was a job building fence.

Two things come to our notice, of which we cannot help but make mention, the Philadelphia & Reading, and the great coal strike of the Pennsylvania anthracite miners. Despite all arguments to the contrary, we read the resignation of Gen. Supt. Sweigard from the P. & R., which is undoubtedly the result of a great brotherhood fight against the P. & R. for a wholesale discharge of Brotherhood employees. No. 4, through the journal, wished to congratulate the Brotherhood of Railroad Trainmen for their boycott at Hbg. of Reading Railway freight, and stands ready to give any assistance we are able.

Keep it up, boys, organized labor is bound to succeed. With millions at their command, the anthracite coal operators of Pennsylvania must admit they are utterly powerless to cope with the masterful work of President Mitchell, of the United Mine Workers, and his colleagues, and unless they submit to the demand of the organized, their investments in hard coal is as useless as feathers before a wind storm.

Despite the fact that business is steadily increasing in and around our Eastern States, an attempt at a reduction is made which, of course, means a crippling of the business. Where would we be, if unorganized.

We are sorry to note that Brother and Mrs. J. Hughes lost their little girl, after a short illness, and sincerely sympathize with them, believing that an all-wise power doeth all for the best.

Hoping this will suffice for first attempt, I will cut out.

Born to Mr. and Mrs. E. D. Sipler, a bouncing O. R. T. boy. Ned, we all wish you luck.

CERT. 149.

Santa Fe Route.

Western Division:—

It is rumored that Mr. Edwards, for a few months extra operator on this division, is to take unto himself a wife. One of our Sisters is supposed to figure in this deal, but, of course, there is nothing in it.

Bro. Triplet, night trick man at Castle Rock, will officiate as agent for a month while regular man, Bro. S. M. Bleakney, takes a little rest and recreation in the East. He will probably visit his son, who is connected with the W. U. Tel. office, in Kansas City. Mr. Mason, from Skinners, relieves Mr. Triplet on the night trick.

At Greenland, Bro. E. B. Graham is off duty for few days while Bro. Brown from Breed is doing the agent's work. Brown was relieved by Mr. Chas. C. Johnson, whose name will soon be on the roll of honor.

Bro. Lewis, the "owl," at Palmer Lake, but formerly in same capacity at Larkspur, has resigned. He is a good man, and wants exactly what is due him, but never asks anything unreasonable. Mr. Stevenson relieved Bro. Lewis.

Colorado Springs we find Bro. H. C. Smith in charge, days, and new man on nights, whose name we did not learn. Mr. W. M. Dupes off on vacation.

Bro. Kavanaugh, for long time manager at Coolidge, Kan., is now in "S" office regular, nights. Bro. Kibby, days, is laying off, being relieved by man whose name have been unable to obtain.

Pueblo, "J" office, we find Bro. Marsh manager, days, while Bro. Bennecke gets out of his chair long enough to stretch his limbs. This place keeps good men busy, as it is a junction where many trains are to be looked after. Did not learn who night man is, but he is good man on wire, just the same.

At present time it is not necessary to haul water from Larkspur to Pring for engine use,

account of the nice rains which are doing justice to the two wells there. Am informed that an artesian well is to be sunk at this place which will be a big improvement from a water standpoint.

Understand Mr. C. N. Kinney, of Fountain, nights, has been installed agent at Granada. Bro. Gammon, from Las Animas, nights, was first man to relieve Bro. Spafford here, but found it too hot for the average one man. Granada is a warm station now, and really needs two men to handle the enormous business originating there.

Bro. M. H. Spafford, who is regular agent at Monument, is in the La Junta Hospital with typhoid fever. He seemed to think the sudden change in altitude from Granada was responsible for this illness, but the truth is he overworked himself in his former position. The fraternity wish for his speedy recovery. You boys in "AN" want to see that Bro. "S" wants for nothing.

Just tell Bro. Ballinger, at Martell, on the Erie that he is not in it with his attachment for the bicycle. Bro. Haskell, at Monument, has an attachment made by the Parker Cycle Works, at Colorado Springs, and rides three miles in seven minutes with ease. His wheel is high geared, but the attachment is the safest thing of its kind yet invented, and does not derail.

Bro. G. C. Wood, manager at Breed, has tendered his resignation, to take effect September 30th, and will go East to better his condition. Mr. Johnson will probably be in line for the place made vacant by George. He is a good, all-round man from the Rock Island, in Nebraska, consequently can appreciate his position when working on the Santa Fe.

Bro. Haskell, agent at Pring, made a flying trip to Denver recently to attend one of the many pleasant and profitable meetings of Division No. 77. He says this is his first, but by no means his last, as he met old friends whom he never expected to see again. Bro. Moore used to be in Postal office, in Denver, when Haskell was in Pueblo, and were best of friends over the wire. By the way, Bro. Moore is just taking his first three degrees in Masonry, and he looks none the worse for it. Bro. Melton was relieved by Haskell, at Colorado City, on the Col. Midland, and then went to the Postal in Leadville.

We wish more of our Brothers could or rather would attend these meetings. Many matters of interest are discussed, and we should hear them.

As the Brothers in this division who have not paid Special Assessment for the Southern Railway (Scab Route) strike, number but a few, it would seem that the great majority of us agree with Cert. 73, who writes for the September TELEGRAPHER. It would not be right to let this few off, but, in justice to themselves, as well as the Order, they should remit without further delay.

Am surprised that these Brothers are the ones most able to stand this light expense, having better positions, financially, and they should be ashamed that the fifty dollar men were the first to remit.

CORRESPONDENT.

Philadelphia, Pa., Div. No. 30.*Philadelphia Terminal Div. P. R. R.:—*

The many friends of Bro. Walter S. Campbell will be delighted to hear of his appointment as Manager of "S" office, West Philadelphia, vice Mr. Wesley Stevenson, transferred. The right man in the right place. Bro. E. D. Tyler moved up to Day Assistant, vice Campbell.

Bro. A. J. Boland has been close to us of late, doing the last trick work at "3 Tower," G. D. & V. N.

Bro. W. H. Haas covering the 7.30 Special in "S" during Mr. Quinn's absence.

Bro. and Mrs. J. K. Osmond are enjoying a two weeks' vacation at Providence, R. I.

The boys at "PX," the station master's office, also the various officials with whom he came in contact, regret to see Bro. Brown taken away, due to taking off the Sea Shore trains. He will hold down the 3 to 11 at "HV" for the present, and do the extra work at "PX."

On Wednesday, September 12th, 1900, Mr. James A. Quinn, of "S" office, and Miss Elizabeth Oates were united in matrimony at St. Agatha's R. C. Church, 38th and Spring Garden Streets, Philadelphia, Pa. Mr. Quinn enjoys a host of friends, who unite as one in extending their sincerest congratulations to himself and bride. The happy couple left for an extended trip through the South.

N. Y. L. & W. and W. B. & E. Divisions:—

In looking over the August number I failed to find any notes from our worthy Brothers, so here goes:

The strike in the anthracite coal fields has caused business to be slack on the various roads throughout this region, throwing the following operators out of position on this road:

Bro. T. W. Loftus, "Owl," at S. C. R. R. Jct. Operator Day, "SY," Yatesville.

Bro. J. J. McGrath, operator, Half Moon.

A. S. Senter, night man, Jermyn Jct.

Operator Snyder, from "S" office shops.

C. M. Metzgar, night operator, Ash Gap.

It is understood some of the above have already secured positions elsewhere, and others will leave in search of work on or about the 24th.

I wish I had an agency (I don't think) just through the strike.

Well, I will cut out for this month, hoping to hear from our Brothers in the future.

CERT. 218.

New York Division:—

A great many changes go in effect, October 1st, new office, Cortlandt Street, New York. Thos. J. Smith, first trick. John T. Daly, second trick, and a new man, third trick, leaving vacancies, "NA," \$60 per month, eight hours, and "DN," last trick, \$60 per month and eight hours. Also a number of vacancies effective same date along the line, including day trick at "VN," Frankford, account Mr. Asay having gone to Colorado in search of health—his friends among the fraternity hope for his recovery.

The Inter-State Fair, at Trenton, taxed the working capacity of our manipulators to the extent the law allows, and 75,000 people were handled on the big day. Double day force at "MO," "DO," and "D," with two at the grounds, did the trick.

The frequency with which "doubles" are made in our department of late, leads to the conclusion that there is a scarcity of men. This brings to mind a short-sighted circular dramatized some twelve years ago, promulgating the false idea of some well-paid officials on easy street, etc., also stating there were plenty of operators to spare, etc.

We have had three new men added to the force of late, Messrs. Ewing and Major, from the Trenton Branch, P. & R. R. R., and D. Hanrahan, an extra W. M. man, all employed pretty much in general office, J. City.

The gift season is close at hand, and we 13 the general office comes in handsome. While we congratulate "J" office their increase, we should not lose sight of the bald fact that certain existing conditions contribute largely to these arrangements.

There is a body of independent citizens in the ranks of the telegraph fraternity who question at times the boast that "our men are satisfied," etc. An Order who holds on high the standard claiming the worker is worthy of his hire, an Order who admitting the self-evident truth that there are two sides to every question, reserve one side to themselves. Believing that when we lose this right we become the victims of paternalism, of the oligarchies, etc.

Charity covers a multitude of sins; however, aside from the question of charity, one of simple justice. In consideration of the fact that efficient service is expected in our departments, as elsewhere, would it not be a good idea to restore the \$50 scale of the extra men paid before the present cut to \$45 went into effect four years ago? Would not this improvement abrogate the necessity of doubling up, as is now a nightly occurrence?

Would it not be a simple duty to pay the man earning \$2 or \$2.25 per night the amount earned instead of the \$1.45 paid the man, many of whom have notified their folks that they are again about to go into cold storage, coal being high, etc.

CERT. 254.

There has been a misunderstanding in regard to the address of the division correspondent, and in consequence the notes reached us very late. I hope Bro. Perham has reserved us a slight space at any rate. Address in future, J. A. Donahue, 2222 Parrish Street.

At the time of going to press, Bro. J. J. Ryan, accompanied by Ex-Councilman Hooper, had just returned from a two weeks' stay in Buffalo and Niagara Falls. They report everything prospering in that locality, and they have had a royal good time.

CERT. 189.

Grand Division

OFFICIAL DIRECTORY.

General Office, St. Louis, Mo.

GRAND OFFICERS:

W. V. Powell.....President
St. Louis, Mo.
M. M. Dolphin.....First Vice-President
St. Louis, Mo.
A. L. Taylor.....Second Vice President
St. Louis, Mo.
H. B. Perham.....Secretary and Treasurer
St. Louis, Mo.

BOARD OF DIRECTORS.

C. Daniel (Chairman), Kimball House, Atlanta, Ga.
S. C. Mahanay (Secretary), Sherwood, Mo.
L. A. Tanquary, Cuchara Junction, Colo.
A. O. Sinks, Box 276, Portland, Ore.
F. J. Reynolds, Calgary, N. W. T.

ADVERTISING.

All matters pertaining to advertising will be referred to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

NOTICE.

Division Card No. 3200, issued in favor of Certificate No. 1514, Division No. 72, has been stolen. If presented please take up and forward to this office.

H. B. PERHAM,
Secretary & Treasurer.

St. Louis, Mo., August 28, 1900.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory.
W. V. Powell, President, St. Louis, Mo.; H. B. Perham, Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairmen. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Local S. & T., Drayton, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Enslinger Building, corner Third and Cumberland sta., Harrisburg, Pa. E. L. Zimmerman, Local Pres., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m. at Room A, Odd Fellows' Temple, Broad and Cherry sta., Philadelphia, Pa. G. A. Richardson, Local Pres., Oaks, Montgomery, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairmen, E. T. Nickel, G. C., Amsterdam, Mo.; P. H. Williams, Local S. & T., Amaret, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Millard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Local S. & T., Wood River, Neb.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local S. & T., 835 Elk st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. C. B. Rawlins, Local Pres., Cold Springs, Ill., J. E. Hudson, Local S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. H. Morris, Local Pres., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.

NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Local Pres., Orano, Me.; E. L. Keyes, Local S. & T., Great Works, Me.

NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., at 619 6th st., Parkersburg, W. Va. P. Costello, Local Pres., Belpre, Ohio; G. J. Steurer, Local S. & T., 626 Depot st., Parkersburg, W. Va.

NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Local Pres., 1620 Oaks av., West Superior, Wis.; D. A. Short, Local S. & T., 1620 Oaks av., West Superior, Wis.

THE RAILROAD TELEGRAPHER.

- NO. 14, ROANOKE, VA.**—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Local S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.**—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shepherd, Local Pres., Alexandria, Ont.; F. S. Griffin, Local S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer; P. D. Hamel, Asst. L. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.**—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Local Pres., Niagara Falls, Ont.; B. Knight, Local S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.**—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md. J. B. Coniff, Local Pres., 1206 Guilford av., Baltimore, Md.; J. B. Finnan, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.**—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.**—Meets on the 3d Monday each month at 8 o'clock, p. m. W. H. Phillips, Local Pres., Cotton Belt freight office, Fort Worth, Texas; C. A. Burton, Local S. & T., 704 S. Rusk st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.**—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, Local S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.**—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. E. F. Shields, acting Gen'l Chairman, 142 S. Williams st., Dayton, O.; A. C. Bushaw, Local S. & T., 1617 E. Fifth st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.**—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; L. D. McCoy, Local S. & T., Gibson Station, I. T.
- NO. 23, TOPEKA, KAN.**—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. J. A. Newman, General Chairman, Wichita, Kan.
- NO. 24, WILLIAMSPORT, PA.**—Meets 1st Wednesday of each month in Wightman Block, No. 22 West 4th st., Williamsport, Pa., and on the 3d Friday of each month on third floor Postoffice Building, Main st., Lock Haven, Pa. C. E. Sturgis, Local Pres., 44 Linck Bldg., Williamsport, Pa.; J. I. Klingenberger, Local S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS.**—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Local S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.**—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. D. Wright, Jr., Local Pres., Brunswick, Md. C. D. Shewbridge, Local Pres., Keep Tryst, Md.; E. L. Harrison, Local S. & T., Brunswick, Md.
- NO. 27, LOUISVILLE, KY.**—Division covers the Louisville, Evansville & St. Louis Railroad System. Meets subject to call of Chairman. E. P. Roach, Gen'l Chairman, Germantown, Ill.; Jos. Watchinger, Jr., Local S. & T., Bartleso, Ill.
- NO. 30, PHILADELPHIA, PA.**—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Local Pres., 1225 Sansom st., Philadelphia, Pa.; James Hutton, Local S. & T., 1463 Wilton st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.**—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; Jas. F. Burnett, Vice Gen'l Chairman, 1206 W. Markham st., Little Rock, Ark.; Sidney C. Mahanay, Local S. & T., Sherwood, Mo.
- NO. 32, ST. LOUIS, MO.**—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. A. R. VanGeisen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.**—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.
- NO. 36, ANDOVER, O.**—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Local Pres., Williamsfield, O.; T. D. Dellman, Local S. & T., Gen. Del., Youngstown, O.

THE RAILROAD TELEGRAPHER.

- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Galion, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Tuesday evening at 8 o'clock at N. E. corner Broad and Third sts., Columbus, Ohio. L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 727 N. 3d st., Saginaw, E. Side, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 1st Wednesday evening at 8 p. m., 3d Tuesday morning at 10 a. m., of each month, Brotherhood Hall, cor. Third st. and East av., Long Island City, N. Y. P. H. Enright, Local Pres., 746 Sterling Place, Brooklyn, N. Y.; H. E. Regensburg, Local S. & T., 121 Fifth st., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coalton, Ohio; H. C. Mitchell, Local S. & T., Uniapolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. S. Hill, Gen'l Chairman, Montrose, Colo.; L. A. Parkhurst, S. & T., Room 6, Union Depot, Pueblo, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B, Portland, Ore.; A. O. Sinks, Local S. & T., Box 276, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers P. B. & L. E. Ry. System. Meets subject to call of Chairman. William A. Gorton, Gen'l Chairman; B. E. Crouch, Local S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. H. T. McGuire, Local Pres., 256 S. Highland av., Pittsburg, Pa.; S. J. Konenkamp, Local Sec'y, 2705 Jane st., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 20 Eddy st., San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, Roseburg, Ore.; E. F. Wolever, Asst. Gen'l Chairman, territory west of El Paso, Texas, Boeawave, Nev.; W. R. King, Asst. Gen'l Chairman, territory east of and including El Paso, Texas, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View, Sta. L, San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. J. F. Coleman, Acting Local S. & T., Wickes, Mont.
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; J. W. Girt, Local S. & T., Navarre, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; G. C. Morgan, Local S. & T., Hearne, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3 floor Western Union Bldg., 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemoor, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacook, N. H.; J. C. Miller, Local S. & T., 46 Summer st., Chelsea, Mass.

THE RAILROAD TELEGRAPHIC.

- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Local S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Local Pres., Causapescal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. I. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnellton, W. Va.; E. J. Shaugnessy, Local S. & T., Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d and 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Local Pres., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Offices, Ogden, Utah; C. N. Custead, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; D. G. Hurley, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m. at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday evening of each month at 8 p. m. on 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 536 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av. 3d floor, Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; J. P. Mercer, Local S. & T., East Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago and Northwestern Railroad. Meets subject to the call of Chairman. E. R. Cram, Gen'l Chairman, Sugar Bush, Wis.; C. A. Ransom, Local S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers the New York, New Haven and Hartford Railroad System. Meets subject to call of the various Chairmen. John W. Allen, Gen'l Chairman, No. 7 Weir st., Taunton, Mass.; D. W. Dean, Local S. & T., Box 226, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Colo.; I. G. Beverlin, Local S. & T., Woodland Park, Colo.

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November, 1900.

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PUBLISHED AT ST. LOUIS MO.
BY THE ORDER OF RAILROAD TELEGRAPHERS.

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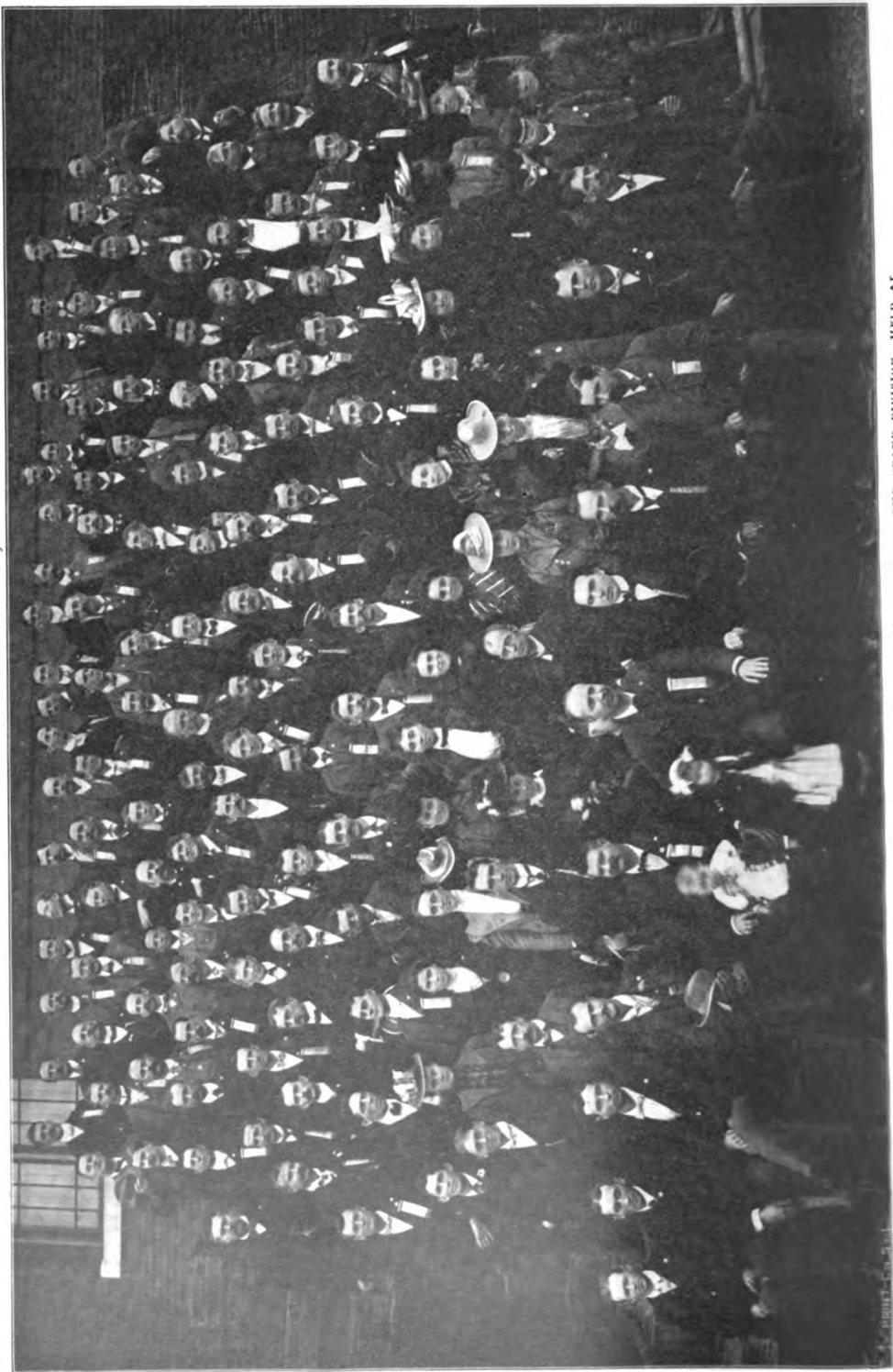


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A GROUP OF REPRESENTATIVES AND PRISONERS AT THE SPECIAL SESSION OF THE GRAND DIVISION, HELD AT
AT LOUISIANA, NOVEMBER 1900.

THE RAILROAD TELEGRAPHER

PUBLISHED MONTHLY BY THE ORDER
OF RAILROAD TELEGRAPHERS.
H. B. PERHAM, EDITOR.



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NOVEMBER, 1900.

No. 11.

EDITORIAL

THE SPECIAL SESSION OF THE GRAND DIVISION OF THE ORDER OF RAILROAD TELEGRAPHERS.

THE Special Session of the Grand Division, which was called at the instance of over forty sub-divisions of the Order, and has been the chief topic of interest among telegraphers for several months, has now passed into history. It was the most imposing assembly of telegraphers ever gathered together. The sub-divisions sent their oldest and most experienced men to represent them, realizing that there was something more than a junketing trip on hand. Many of the representatives had grown gray in the telegraph and railroad service, and their earnest and conscientious work manifested their love for the profession they had chosen, and their desire to faithfully serve their constituents.

One hundred and twenty-nine representatives were present, and a large number of visitors, proclaiming it to be the largest convention since that of 1892.

Perhaps the most important thing done at the session was the amendments to the Constitution and Statutes which have placed the Order upon a sound business basis. The old laws had been patched up and amended so many times that they were exceedingly defective. There was such a feeling of unity at the Special Session that there was never any difficulty in getting a three-fourths vote for a good amendment, and most of them were carried unanimously, after a thorough discussion.

Liberal sentiments prevailed, and self-government for the sub-divisions was provided for in a manner that will undoubtedly create new interest in the organization and create an esprit du corps that under the old regime was impossible. Many things

favorable to direct legislation were discussed, but very little was actually accomplished along this line, the subject being left for future action.

The laws relating to the appointment of the Second and Third Vice-Presidents by the President were amended, and these offices declared elective. Each Vice-President was assigned territory which will be under his especial care continuously, unless ordered elsewhere by the President. The First Vice-President's territory is south of the Northern boundary of the United States east of Lake Michigan, Chicago, St. Louis and the Mississippi River between St. Louis and New Orleans.

The territory of the Second Vice-President is designated as south of the Northern boundary of the United States, and west of Lake Michigan, Chicago, St. Louis and the Mississippi River, between St. Louis and New Orleans.

The Third Vice-President has more territory than all the others combined, being situated and lying over the entire Dominion of Canada.

The title of Secretary and Treasurer was changed to that of Grand Secretary and Treasurer. The laws were amended, giving him full control of his department, as well as the editing and managing of THE RAILROAD TELEGRAPHER.

Laws have been enacted whereby the President and Grand Secretary and Treasurer must submit an estimate of their expenditures for the ensuing year to the Board of Directors for their approval, and such estimates are not to be exceeded without the consent of the Board. The wisdom of this measure will surely commend itself to all.

Provisions have been made for the accumulation of the protective fund, which hereafter will be kept separate from all other funds and allowed to accumulate until emergencies arise that call for its disbursement in accordance with the statutes of the Protective Department. It is expected that with the conservative methods that will be followed in the future, that a large sum of money will be accumulated on this account, thereby adding prestige to the Order, as well as helping to pay the expenses of the general offices from the interest thereon.

Many weak places in the statutes were strengthened. For instance, the general committee of Systems Divisions will biennially subdivide the territory covered by the System Division into as many districts as the System Division is entitled to representatives, and one representative and one alternate will be elected from each of these districts, and the membership within each district will vote exclusively for their candidates for representatives and alternates. In the Mutual Benefit Department, the most important amendment made was that of requiring 12 assessments per year instead of 7. The old arrangement has been a fruitful source of trouble and loss, on account of members not remembering when payments were due. Under the new arrangement a small assessment is due each pay day, and it is presumed that it will not be anywhere near so difficult to collect these assessments as it has been in the past.

The matter of diverting the funds from the purposes for which they were collected has been definitely settled at last, and such acts are now clearly in violation of law.

Bro. J. R. T. Auston has been designated as Vice-President of the Brotherhood of Commercial Telegraphers, and will have charge of the work in that department. As he is an old-timer in commercial and Associated Press work, and has had wide experience in organizing, the Brotherhood will flourish while under his care.

Brother M. M. Dolphin is now President, vice W. V. Powell, removed. Brother T. M. Pierson was elected Vice-President to fill the vacancy created by Brother Dolphin's elevation. Brother S. J. Kelley was elected Second Vice-President, and Brother F. G. Sinclair Third Vice President for the unexpired term. Brothers T. W. Barron and C. E. Layman were elected as members of the Board of Directors to fill the places made vacant by the suspension from office of Brothers Daniel and Mahanay.

With Brother M. M. Dolphin as the executive head of the Order, aided by Brothers Pierson, Kelley and Sinclair, what is there to prevent our further progress?

The field is now clear for organizing in both the railroad and commercial service. The machinery is already complete and in

splendid condition. It rests with the telegraphers themselves to make use of it. If the telegraphers are going to take their proper place in the industrial world, now is the accepted time for good, honest work to be done. Every member should try to get at least one recruit in the next sixty days. There is now a monthly division in the dues, and as the end of the term approaches the immediate cost is very light. Let us see what can be done to reach the twenty thousand mark by the end of the year and the century.

NOTICE.

To all Members of the Order of Railroad Telegraphers, and the Brotherhood of Commercial Telegraphers—Greeting:

Pursuant to and in accordance with the command and expressed desire of your representatives at the Special Session of the Grand Division held at St. Louis, Mo., from October 8th to October 17th, 1900, I have accepted and assumed the office of President. During my term of office it is my sincere desire and determination to conduct, execute and administer the affairs of the Order of Railroad Telegraphers, and the Brotherhood of Commercial Telegraphers according to our by-laws, for the use, benefit and best interests of the membership thereof, on union labor principles, and in accordance with the ethics of labor unions.

To this end and for this purpose I earnestly request the aid and co-operation of all members, reposing full faith in their wisdom, honesty and integrity.

M. M. DOLPHIN,
President.

THE UNION PACIFIC HOSPITAL FUND.



ON the 31st day of October, Judge Sanborn made an order for the discharge of the receivers of the Union Pacific Railway Company as receivers of the hospital fund, contingent upon their paying into the registry of the court what remains of the hospital fund, which has not been distributed, and placing their report on file within the time prescribed by the rules of the court. The amount of money

which had been collected from employes of the Union Pacific Railway for hospital purposes, and which, upon the winding up of the affairs of that company was to be paid back to them, was \$64,292.30. The number of allowed claims was 12,431. Claims to the amount of \$5,550.36 have not yet been presented to the receivers for payment, and that amount of money was ordered by Judge Sanborn to be deposited in the registry of the court, to be paid to the claimants as they may appear by the records of the clerk of the court at Omaha. No fees or allowances were asked by the receivers, their counsel, or the Special Master for their services in administering and distributing this fund, and none was allowed, but the entire fund was distributed to the contributors after deducting the actual necessary expense, hire of clerks and printing. This matter cost the Order of Railroad Telegraphers several hundred dollars in legal expenses, but the Order was amply repaid in the establishing of a precedent that will doubtless prove of great value to the railroad employes in the future. It will be remembered that Bro. Dolphin was the attorney in the interest of the claimants against this fund. No objections were made to the report of the receivers and their course was commended by the court. The decisions and opinions of the learned Justice, Walter H. Sanborn, in all questions arising in the conduct and direction of these proceedings, are universally admitted and commented upon as being eminently just and fair to all parties concerned.

KINDLY ACKNOWLEDGMENTS.

ACKNOWLEDGMENTS are due many people for their acts of kindness and courtesy to the railroad telegraphers in Special Session assembled, and we therefore publish the following documents, which are self-explanatory:

St. Louis, Mo., October 12, 1900.

MR. D. H. MARTYN,
Superintendent Pullman Palace Car Co.,
St. Louis, Mo.

Dear Sir:—The Grand Division of the Order of Railroad Telegraphers assembled in Convention in the City of St. Louis, has

been advised through its Transportation Committee that the Pullman Company, as represented by yourself, has very kindly granted the officers and delegates to said Grand Division the privilege of return Pullman transportation free, upon presentation of receipt of fares paid to your company en route to St. Louis, and desires to extend to you and through you to the company you represent, its sincere thanks and appreciation of your kindly courtesy.

Yours respectfully,
 GEO. ESTES, Chairman,
 R. O. WADDELL, Secretary,
Committee.

St. Louis, Mo., October 12, 1900.
 GRAND LODGE LADIES' AUXILIARY,
*To Brotherhood of Railroad Trainmen in
 Convention assembled, City.*

Sisters:—The Grand Division of the Order of Railroad Telegraphers begs to acknowledge fraternal greetings from the Grand Lodge of the L. A. B. of R. T., through Ray N. Waterson, Grand Mistress, and Amy A. Downing, G. S. & T., under date of 11th inst., and desires to convey to your Grand Body its appreciation of your kindly and fraternal sentiments, and begs to reciprocate the same, and extend to your officers and members its most distinguished consideration and friendly feeling.

Yours fraternally,
 GEO. ESTES, Chairman,
 R. O. WADDELL, Secretary,
Committee.

St. Louis, Mo., October 17, 1900.
Resolved, That the sincere thanks and appreciation of the Grand Division of the Order of Railroad Telegraphers be extended to the management of the following named railroads for courtesies extended: Illinois Central, Wabash, Missouri, Kansas and Texas, Louisville and Nashville, Vandalia Line, Missouri Pacific, and St. Louis and San Francisco.

Resolved, That this resolution be spread upon the minutes of the Grand Division, and copies thereof be sent to the managements of the railroads specified.

Communications were addressed to Mr. C. Dougherty, manager of the Postal Telegraph Company office at St. Louis, and Mr. T. P. Cook, superintendent Western Union Telegraph Company, as follows:

Dear Sir:—The Grand Division of the Order of Railroad Telegraphers assembled in Convention in the City of St. Louis, desires to extend to you and through you to your company its thanks and appreciation for the courtesy of free use of telegraph privileges on social matters, which yourself and your company have very kindly granted to the officers and delegates to our Grand Division.

Yours respectfully,
 GEO. ESTES, Chairman,
 R. O. WADDELL, Secretary,
Committee.

Another resolution was as follows:

WHEREAS, with deep sorrow and regret we learn of the death of Bro. A. C. Eidson, General Chairman of the Committee on the Colorado & Southern Railroad, which occurred September 25, 1900, as the result of an accident occurring some weeks before, and.

WHEREAS, Bro. Eidson has by his strong personality and enthusiasm, as well as earnest effort as a General Chairman on the Kansas City, Pittsburg & Gulf, the Missouri, Kansas & Texas and the Colorado & Southern Railroads, contributed most to the success of the organization on these roads; therefore, be it

Resolved, That in the death of Bro. A. C. Eidson the Order of Railroad Telegraphers has lost a member whose place cannot be filled, as organizer, than whom none were more enthusiastic or successful; be it further

Resolved, That we extend to the widow of our deceased Brother our deepest sympathy in this loss, which is so great, both to her and to us;

Resolved, That these resolutions be spread in full upon the records of this Grand Division, and published in THE RAILROAD TELEGRAPHER.

GEO. ESTES, Chairman,
 R. O. WADDELL, Secretary,
 C. M. HURLBUT.

UNITED STATES VERSUS OFFICERS OF THE N. Y., N. H. & H. RY.



ON October 16th, Superintendent Almerin Ackley, and Chief Train Dispatcher Hugh J. Hill, officials of the N. Y., N. H. & H. Railroad, were put on trial for their liberty in a criminal proceeding before the jury in the United States Circuit Court for the District of Massachusetts, at Boston. The trial was conducted by the Honorable Frances C. Lowell, a Justice of the United States Circuit Court, whose learned decisions and opinions on all questions arising in the conduct of the case were universally commented upon as being just and fair to all parties concerned. Honorable Boyd B. Jones, United States District Attorney, represented the Government in the prosecution, being ably assisted by Hon. J. H. Casey, Assistant Prosecuting Attorney, and the defendants, as well as the Railroad Company's interests were represented by Chas. F. Choate, counsel for the N. Y., N. H. & H. Railroad. President M. M. Dolphin was compelled to leave interesting business behind at the Special Session of the Grand Division to attend the trial, on account of the great importance and far-reaching influence of any precedent that might be established during the proceedings as well as the general result thereof. The readers of THE RAILROAD TELEGRAPHER will remember that Peter J. Galligan, who was in the telegraph service of the N. Y., N. H. & H. Railroad, was dismissed by Chief Train Dispatcher Hugh J. Hill at the instance of Superintendent Ackley, because of his membership in the Order of Railroad Telegraphers. This action on the part of the officials was in contravention of section 10 of what is known as the Erdman Arbitration Law. This section reads as follows:

"That any employer, subject to the provision of this act, and any officer, agent or receiver of such employer, who shall require any employe, or any person seeking employment, as a condition of such employment, to enter into an agreement, either written or verbal, not to become or remain a member of any labor corporation, association or organization, or shall threaten any employe with loss of employment, or shall unjustly discriminate against any employe because of

his membership in such a labor corporation, association or organization, or who shall require any employe or any person seeking employment as the condition of such employment to enter into a contract whereby such employe or applicant for employment shall agree to contribute to any fund for charity, social or beneficial purposes, etc., is hereby declared to be guilty of a misdemeanor and upon conviction thereof in any Court of the United States of competent jurisdiction in the district in which such offense was committed, shall be punished for each offense by a fine of not less than one hundred dollars, and not more than one thousand dollars."

The Boston *Post*, in reporting the case, commented as follows:

Labor unionists the country over had their eyes centered on the dingy little court room in the postoffice building in this city yesterday.

A test case was on trial affecting millions of laboring men.

"Can the large corporations and trusts stamp out of existence the labor unions in spite of federal enactments protecting the members of the unions?"

That, they claimed, was the real question before twelve men comprising the jury in the United States Circuit Court in Boston.

Hugh J. Hill, chief train dispatcher of the Taunton division of the New York, New Haven & Hartford Railroad, is on trial under indictment for having violated a federal statute, but whether he is found guilty or not, and if guilty, how large a fine shall be imposed upon him, are in themselves questions of little moment to the laboring millions compared with the vital question which is involved.

The legal fight is for a principle, and it is over this principle that opposed to United States District Attorney B. B. Jones the defendant is represented by the railroad company's ablest attorney, Charles F. Choate.

When the interstate commerce act of June 1, 1898, was passed, the government placed certain restrictions upon the corporations which had in return special privileges as common carriers. Among other things, it was provided in Section 10 of Chapter 370 of the acts of June 1, 1898, that no com-

pany in the nature of a common carrier, or its agents, should exact from any of its employes or applicants for employment a promise that they would not join labor unions, nor should any employe be threatened with discharge or be unjustly discriminated against because of his membership in such labor organization.

It is under this section that the prosecution is proceeding, and the decision of the question will be watched with interest by railroad employes all over the country, for it is the first time the court has been called upon to test the force and effect of this act friendly to the laboring man.

The first step taken by the defence in this case was to attack the validity and constitutionality of the act, but Judge Lowell, before whom the case is being tried, overruled the objection, and his decision, unless reversed by a higher court, makes the law valid.

The complaining witness, Peter J. Galligan, was on the witness stand nearly all day, and for long hours this slightly built young man stood up manfully in the witness box and answered in a clear voice the rigid cross-questioning of Attorney Choate on every detail of the matter.

The story, as Galligan told it, was that he is a member of the Order of Railroad Telegraphers, and was employed in the train dispatcher's office of the Taunton division under Hugh J. Hill. When Hill learned that he was a member of the Order, he twice advised him as a friend to leave the union, but each friendly advice was in reality an official threat that he would lose his place if he did not. Loyal to the union, the young man was soon told that he was no longer needed by the company, although no fault was found with his work.

Augustus Clap, a fellow-employe of Galligan, was the first witness, and his testimony showed that Hill ordered him out of the room before he gave the "friendly advice," so that no witnesses might be present. The last witness sworn by the government was John Trainor, a fellow-employe of Galligan. He was also a member of the union, and Hill said to him, speaking of Galligan's discharge:

"I talked with Galligan, and tried to get him to drop this union business, but he wouldn't. Why do you mix up in it? You will lose your job if you do. Allen has had his head chopped off, and you and Eaton are next, for Clark has the list of all you fellows who have joined."

Attorney Choate, in his opening address to the jury, promised to prove that Galligan had not been discriminated against, but that the company had simply cut down its force, and Hill's talks were simply given as advice to his fellow-workers. President Lucius Tuttle, of the Boston & Maine Railroad was called to the stand to explain the meaning of railroad terms used in the statute, but the court decided that such explanations were not necessary, and hence incompetent. Mr. Tuttle retired, and the case then went over.

Defendant Hill on the witness stand testified in part as follows:

He said he began life as a messenger for the Western Union. After he became a telegrapher he obtained employment on the N. Y., N. H. & H. R. R., and in 1893 was made chief train dispatcher of the Taunton division. He had been told by superintendent Ackley to reduce his force.

In a talk with Galligan on April 4, 1899, witness said he sought to give the young man advice as a personal friend. He had been told to discharge him and he wanted to be in a position where he could recommend the young fellow to Pres. Clark or anybody else for another situation. At times Galligan's mail was greater than that of the superintendent, and he spent considerable time in the business of the union while working for the railroad.

Regarding the interview, witness said: "I told Galligan that I wanted to talk to him as a personal friend, and give him advice. I said to him, 'Don't you think you are making a mistake in mixing up in the business of the telegraphers' union in the office?' He replied that he didn't think he was making a mistake. I then said to him, 'I think you are using poor judgment in doing the work so openly in my office.'

"The conversation then developed into an argument on the merits of the union. He said he was in it because of the insurance,

and I told him the insurance part of the Order was a farce, and simply there to get into the Order such men as he."

Witness saw Superintendent Ackley that day, who asked him if he had told Galligan that his services were no longer required, and witness replied that he had not, being unable to screw up enough courage.

Witness then went back and imparted the information to Galligan, who left the office.

Witness said he felt sorry when told to discharge Galligan. He had the interview with Galligan with a view to showing him the error of his ways, but was unsuccessful in his purpose. Witness said he had "been through it all" himself.

After more than eight hours deliberation and repeated requests for the Court for further instructions, the jury finally reported that they were unable to reach an agreement, upon which the Court reluctantly dismissed them from further consideration of the case with the usual compliments for their services. According to newspaper reports, the jury stood ten for conviction and two for acquittal. It is perhaps needless to say that the Order of Railroad Telegraphers is not trying to lead any particular railroad officials "a dog's life" in this instance, but it is seeking to re-establish a right guaranteed to every citizen of this republic, which right is not only in question, but permanently endangered by the acts of those who represent railroad corporate interests. The principle and right that we seek to protect is, that railroad employes may belong to any legitimate association without interference from their employers.

If such coercive and intimidating methods as were practiced in this instance by the N. Y., N. H. & H. Railroad, and in divers instances by certain other railroad corporations throughout the country in open violation of the United States criminal statutes, which specifically prohibit such overt acts, can be carried on and continued by the perpetrators and participants therein with impunity, the sooner the people know it the better. The same defendants will again be put on their trial at the next term of the same Court, some time in December or January next.

IS IT A SHAM BATTLE?

BY the time the November issue of THE TELEGRAPHER is ready for the perusal of the good people who monthly glance over its pages, the general election of 1900 will be a matter of history. The country will have been saved once more, and the vexed questions that so dearly concern the ins and the outs prior to election time, will be placed on the shelf ready for future use if circumstances will permit.

If there is anything to be thankful for, it is the surcease of the din and clamor. The bare-faced trickery of the professional politicians, the burning issue that at best is but a living lie, the ephemeral friend of the workingman will all disappear for awhile and eke us time and opportunity to think.

What means this deference paid to union labor by men who not long ago spoke in bitter terms of all unions and denounced their leaders as a class of outlaws?

It surely indicates that the more astute of the politicians are realizing that when men get the true union idea, nothing but death can stop them from working for it and proselyting. Bitter public denunciation, secret blacklisting, harsh usage, and even attempted intimidation by force of arms cannot check the work that is being done by the unions. Like the mill creek in the story, they may dam it, but never can stop it. The evils that the politician cannot cure he will perforce accept as necessary and shape his actions accordingly. If unionism has got to be, he will proceed to make what use he can of the idea for his own personal ends, and like a good sailor on life's ocean, trim his sails to suit the breeze.

Another feature that is calculated to cause apprehension and possibly bring about a change in tactics, is the development of the fact that the spellbinder has much more influence with the non-union man than he has with the union man. The independent voter, the man who has destroyed all semblance of a party chain, has invariably been listening to lectures on economics and good government, and thoroughly understands his duty as a citizen through the influence of unionism. In the language of the street one has "tumbled," the other has not.

As a matter of fact, the issues between the potent political parties are not those that concern working people except in a remote way. If these issues were raised by bankers, speculators and exploiters, they would not in any way differ from what they actually are. Is it possible that the moneyed minority is in the habit of outlining what the issues shall be for the wage earner to get worked up about? Perish the thought. Yet it seems that the things that more nearly interest the working people are: Securing the product of their labor, reduction in hours of toil, economical methods of production, equity in distribution, abolition of child labor, and so forth.

Now when these things are made campaign issues, the settling of any one of which would materially increase the welfare of thousands upon thousands of people, it would be natural and proper for the working people to whoop 'em up and take an interest in the proceedings, but as it is, our general elections have a strong resemblance to a screaming farce; yes, a little bye-play that many think will some day serve as the prelude to a tragedy. Let us work to prevent that by means of education and organization.

A. F. OF L. CONVENTION.

THE call for the Twentieth Annual Convention of the American Federation of Labor has been issued by the officers of the Federation, under date of October 5th. The Convention will meet at Music Hall in Louisville, Ky., beginning at 10 o'clock Thursday morning, December 6th, and continuing until the business of the Convention is completed. This yearly gathering of the clans is getting to be a more important function as the possibilities

of its usefulness develop. An excerpt from the call reads as follows:

"In the history of our movement the workers were never required to deal with more momentous questions than those which confront us now. Every year, almost every day, our economic and social life presents new and complex problems requiring the keenest thoughts, and the wisest counsel of which we are capable to conceive and impart; to be tactful, resourceful and brave in resolve and execution; to prepare the better to meet the open or covert and subtle attacks of opponents and enemies; to devise ways and means to bring within the beneficent fold of the unions the workers yet unorganized; to still further and strongly nationalize and federate those already organized. To close up the ranks of the workers, to make our organizations daily more effective in defending the wealth producers, to promote their interests in every way; to make secure the vantage ground secured by us, and to constantly make further progress in abolishing the wrongs which they, their wives and children have too long borne, and to attain the rights of which they have too long been deprived. Upon the organized workers depends the success of our humane battles, the victory of our noble cause now and for all time to come. For these and other good and sufficient reasons too numerous to mention here, all organizations entitled to send delegates are requested to be fully represented by their best qualified and most faithful members."

The Order of Railroad Telegraphers will send three delegates to this Convention, namely: Brothers Dolphin, Auston and Perham, who were elected at the Special Session of the Grand Division held in October.

Editorial Notes

The O. R. T. is what its members make it. Are you satisfied? If not, help the hustlers who think it can be made the strongest of all railway labor organizations.

The Railroad and Commercial Telegraphers are going to get together at a great rate in the near future. Their interests are identical, and therefore should be mutual.

The Special Session was a representative one in every respect.

The revised Constitution is now in press and will be ready for distribution in a short time.

Attention is called this month to many new advertisements on our advertising pages.

The attendance of representatives to the Special Session of the Grand Division was the largest since 1893.

More actual business was transacted at the Special Session than was ever done before at any regular session.

The representatives represented the membership instead of private interests, and their good work will be felt for all time to come.

It is said that the average actual telegraph service of the representatives attending the Special Session would exceed twelve years.

The Twentieth Annual Convention of the American Federation of Labor will convene at Louisville, Ky., Thursday, December 6, at 10 a. m.

This organization is on the eve of the greatest revival movement ever seen. Several new Local Divisions to report next month, and they will come to stay.

A perusal of the amended Constitution will disclose the fact that many wise changes have been made. The old Constitution is a relic of the Dark Ages by comparison with the new.

A copy of the proceedings of the Special Session was sent to each member in good standing last month. It is, perhaps, the most interesting document ever issued by the O. R. T.

The Postal Telegraph Company and the Western Union Telegraph Company very courteously extended the free use of their wires to our representatives during the Special Session.

The Southern Pacific representation of ten members was very much in evidence during the session. They were out for reform, and their leader, Geo. Estes, was simply indefatigable.

"Our Financial Future" is the attractive title of one of the electioneering pamphlets sent out this fall. That must prove an exciting subject for the man who is struggling for existence on \$1.17 per day.

The Secretary of the Constitution Committee, Brother Geo. Estes, talked at the session all day, and dictated to his stenographer all night with the greatest facility. Such work would weary most people.

The name of the official photographer who took the group at the Special Session is Hazenstab, and he holds forth at 3424 Olive street, St. Louis, Mo. His specialties are group photos and phantom lunches.

It was gratifying to see men who had grown gray in the service as telegraphers, train dispatchers, train masters and division superintendents vying with each other for the betterment of our Organization.

'It is with pleasure that we call attention to the increasing of our advertising patronage, but this can be readily doubled if our readers will co-operate with us, answering the advertisements and always give this journal the credit.

Our readers and members must not forget that the advertising patronage of our journal can only be maintained and increased by their co-operative efforts. Advertisers must have some evidence that their advertisements are being read, if they would continue with us. Therefore we urge par-

ticularly upon our membership to patronize those who patronize them.

The Galveston flood sufferers have occupied the attention of the telegraphic fraternity to such an extent that the Mortimer D. Shaw Monument Fund has almost been lost sight of, but the work is moving steadily if it is a little slow.

Amount previously reported.....	\$20 25
P. H. Hughes.....	1 00
D. H. Bentz.....	2 00
Chauncey N. Rand.....	65
From old friends in New York, collected by J. C. Watts.....	15 00
Total	\$38 90

When the Southern Pacific representatives made their bid for the next Convention to be held in San Francisco, the magnificence of such an offer tended to check some people's breathing arrangement. The contesting delegation was heard to say "we

quit." The proposition was that Mesdames Estes and Jester, acting for Division No. 53 would take care of the entire outfit during their stay in San Francisco, provided proper transportation could be arranged. The Pacific Coast people do not do things by halves.

The Order of Railway Clerks, an organization less than two years old, has now assumed such proportions that it can fling its banner to the breeze and take its place in the procession of organized labor marching forward to freedom. The Order has applied for and received a charter of affiliation with the American Federation of Labor as a national organization. The objects of the Order are to unite all railway clerks of good moral and temperate habits, eligibility being based upon one year's actual experience as a clerk in any of the various departments of the railway service. The general offices of the Order are located at Sedalia, Mo., and Mr. R. E. Fisher is secretary.



THE MUTUAL BENEFIT DEPARTMENT

ASSessment No. 22 IS DUE ON
DEC. 1, 1900. TIME FOR PAY-
MENT EXPIRES JAN. 31, 1901.

CLAIM No. 49.—Amount \$300, was paid October 27, 1900, to Mrs. R. G. Burnell, of Port Huron, Mich., niece and beneficiary of Brother Robert Williams, of Fort Worth, Texas, Division No. 19, who died from the effects of typhoid fever on May 21, 1900.

CLAIM No. 50.—Amount \$300; was paid October 27, 1900, to Mrs. Mary Crook, of Hickory Grove, Pa., sister and beneficiary of Brother Michael A. Creagh, of Erie Railway System, Division No. 42, who had died from the effects of neuralgia of the heart, July 28, 1900.

MONTHLY ASSESSMENTS.

The plan of assessments now in force will be changed on the first day of January next. The Special Session of the Grand Division amended the laws so that in future

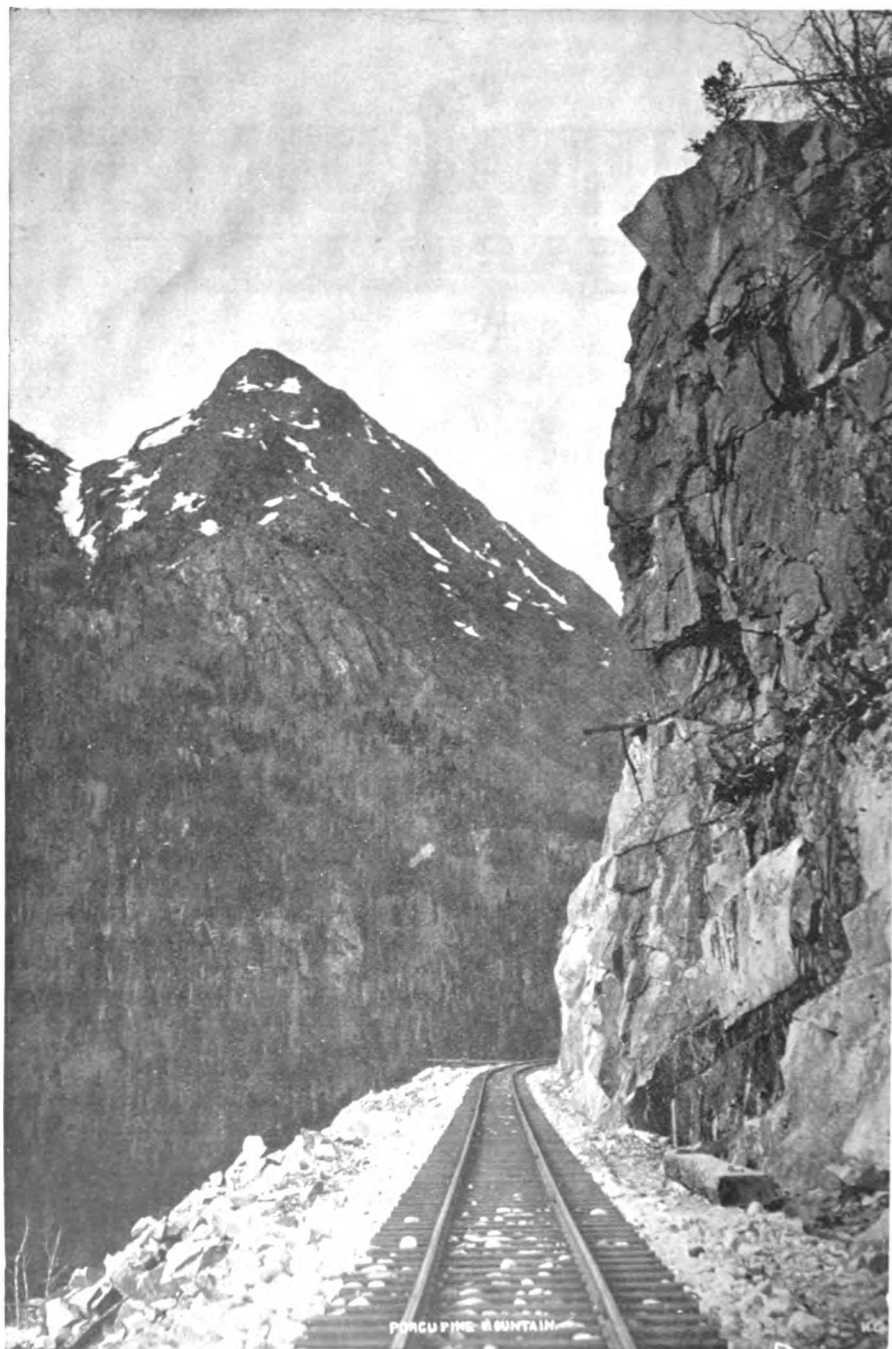
instead of seven assessments per year there will be twelve; at the same time it will make very little difference in the yearly totals.

Members who have certificates in Series "A" will pay 20 cents per month, or \$2.40 per year; Series "B," 30 cents per month, or \$3.60 per year; Series "C," 60 cents per month, or \$7.20 per year.

This arrangement will make it easier for members to remember when assessments are due, and as they are generally paid by the month they will soon get used to the plan of remitting their assessments about pay day. A great many remit a year's assessments in advance to get the matter out of mind; this is much the better plan, but unfortunately not all can afford to do that.

The system of dunning, which has been the practice in the past, will be stopped with the advent of the new year, as the expense is heavy and the volume of correspondence at headquarters is getting to be a serious problem. After January 1, 1901, members will be suspended according to the laws on the subject, if they fail to pay their assessments within the sixty days' period allotted them for the purpose.





(Courtesy of the White Pass & Yukon Route.)
PORCUPINE MOUNTAIN (GATEWAY TO THE YUKON).

PERSONAL MENTION

BORN.—To Bro. and Mrs. J. S. Moore, of White Pine, Tenn., on September 16, 1900, a fine ten-pound O. R. T. girl.

BORN.—October 12th, a fine O. R. T. boy to Bro. and Mrs. C. N. Robinson, agent at Ancora, N. J. Mother and boy doing well.

BORN.—October 29th, to Bro. and Mrs. W. Harry Osmond, Philadelphia, Pa., a fine twelve-pound O. R. T. boy. All three doing well.

BORN.—At Long Branch, N. J., September 29, 1900, to Bro. and Mrs. W. W. Simpson, a 7½-pound boy. Mother and son both doing nicely.

MARRIED.—At Atoka, I. T., October 12, 1900, Bro. Bruce Sanford, of Atoka, I. T., and Miss Minnie Wells, of Denton, Tex. Congratulations.

MARRIED.—At the home of Mrs. Rosa Waller, of Hanson, Ky., Bro. E. F. Loving and Miss Julia Adams. The fraternity extend congratulations to the happy couple.

MARRIED.—At Field, B. C., September 12, 1900, Bro. Melvin M. Stephens, of Rossland, to Miss Dora Edwards, of Collingwood, Ont., at the home of the bride's brother-in-law, Conductor T. E. Pringle, of the Canadian Pacific Ry. The telegraph fraternity extend congratulations.

MARRIED.—Bro. R. A. McMillan, of Eel River, N. B., and Miss Margaret B. Reed, of New Castle, were united in matrimony at the home of the bride's parents on October 3, 1900. Bro. McMillan is secretary of Campbellton Division. The telegraphers extend congratulations to the happy couple.

DIED.—At Lufkin, Texas, October 14, 1900, after a lingering illness of three weeks,

Catherine, aged 16 months, the infant daughter of Mr. and Mrs. G. F. Baldwin.

DIED.—At Cambria, Va., Sunday evening, August 12, 1900, little Virginia, infant daughter of Bro. and Mrs. J. M. Romyie. The members of the Norfolk & Western System, Division No. 14, extend their sympathy to the bereaved parents.

DIED.—Bro. R. M. Yates, of C. & O. System, Div. No. 40, has had the misfortune to lose his wife through that dread disease, consumption. She was only 20 years of age. The telegraphers extend their sympathy and condolence to Bro. Yates.

DIED.—At Cambria, Va., September 25, 1900, Joe Smith, brother of our esteemed Bro. J. Gordon Smith, of Division No. 14. Joe was at one time employed on the C. & O. Ry., and also on the Poca Division of the Norfolk & Western. Condolences are extended to "SI" in this his hour of affliction.

DIED.—Geo. C. Rohde, an old-time side partner of the editor, one of the best known reform writers and speakers in the State of Colorado, was killed in the Little Pittsburgh mine at Victor recently. He fell from the ascending bucket down the shaft, a distance of 300 feet. He leaves a widow and two small children to mourn his loss.

DIED.—Wilfred, aged four years, seven months and thirteen days, son and only child of Bro. Jas. and Mrs. Mary Ingalls, of Watervliet, Mich., died at the home of his grand parents in Hartford, Mich., Monday morning, October 15, at nine o'clock, of stomach trouble, and the remains interred in Maple Hill cemetery at Hartford, October 17th. The heartfelt sympathy of all is

extended to the bereaved parents and relatives.

Any one needing a second-hand No. 6 Remington typewriter will do well to communicate with Bro. E. B. Hayden, Keene, Cal.

WANTED.—Present address of E. T. Frost, last heard of in Ft. Worth, Tex. Jack, let us hear from you.

N. G. WILLIAMS & NORTON,
Checotah, I. T.

WANTED.—Present address of R. H. Julian, formerly with the B. & O. at Pittsburgh, supposed to be in Texas.

OSCAR W. SANNER,
Oakland, Md.

WANTED.—Present address of Bro. C. A. Kemp, of C. H. & D. System, Division No. 21, last heard from at Troy, Ohio. Please write me Cert. 4614.

D. M. B.,
Horace, Kas.

WANTED.—Present address of Bro. J. J. Kirby, who was employed by the Chicago

& Great Western last March at St. Paul, Minn. "KI," if you see this, write me at Tucker, Utah.

A. J. PURCHASE

Bro. J. Harris Rehl is lying at the City Hospital at Cleveland, Ohio, having undergone another painful surgical operation. His friends will be pleased to hear that he is on the high road to complete recovery.

Brother F. A. Hallock, one of the representatives from Buffalo, N. Y., Division, was taken sick during the Special Session, and was taken to St. Luke's Hospital, where he received the best of care. He is now at home recuperating from the effects of an attack of some kind of fever.

Bro. R. D. Pinneo, chief clerk to the traffic manager of the White Pass & Yukon Route, located at Skaguay, Alaska, writes, saying that he will furnish any member of the O. R. T. who applies for same, a package of their celebrated souvenir playing cards on receipt of 50 cents in stamps. Those intending to purchase should send at once, as there are only a few left.



MISCELLANY

HUNTING AND FISHING STAGES OF CIVILIZATION.

BY E. BENJ. ANDREWS, LL. D.

FISHING and hunting have been denominated "occupatory" industries, from occupare, which in Roman law means to take possession of. The devotees live by taking possession of game, fishes, clams, oysters and such things, which they devour either raw or rudely cooked. Products of the soil, such as roots and berries, they use as a rule only when these grow spontaneously. Agriculture they despise.

The most striking thing about men on this rude level of life is their utter, brute-like dependence upon nature. They wait as suppliants before her, watching for the opening of her hand and do not compel her to a new, larger and more varied productiveness as civilized peoples do. They usually work hard enough, but they amass nothing. Clothing of leaves or skins, dwellings in moss-carpeted caves or in huts built of bark or hides, arms, tools and tackle the simplest and the roughest, a few ornaments, a scanty supply of jerked meat, are their whole capital. At this stage of social development private property in land is unknown. Most probably, indeed, all kinds of primitive property, movable as well as real estate, with such exceptions as each family's clothing and kit of utensils for hunting, fishing and the like, belonged to the entire village or clan. The institu-

tion of private property, especially in the case of land, is comparatively modern.

Another striking thing about human beings on this low plane is that they do not practice exchange, whether by the use of money or in any other way. One reason why they do not practice exchange is that the members of the community are all so nearly equal in relative advantages that they have no division of labor or industrial organization of any kind. No trades exist, no classes, either economic or social, have as yet been formed. The early society of which we here treat is entirely communistic. Individual initiative has little play. The body, the crowd, is the great fact. Union of man with man avails for the defense of old hunting-grounds and the conquest of new, and therefore has its economic worth; yet, as each man can do any necessary thing about as well as any other, union for economic ends has nothing like the variety or scope which the advanced forms of industry present.

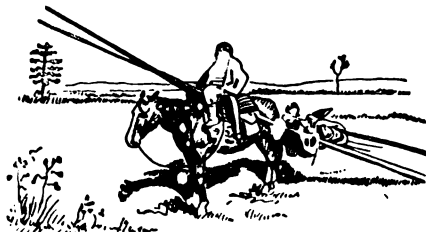
Slaves there are none, so long as the hunting industry is dominant. Naturally, since, to be of use, slaves would have to be armed for the chase, and so would be dangerous. If tribes subjugate tribes, the conquered are put to death. Government, such as there is, is patriarchal.

While men are in this condition, tribal wars are inevitable. As we have seen, these populations are little provident and never masters of nature. They do not cultivate or train nature to produce anything beyond or unlike what she would herself yield. Now, game and berries will not increase



SKAGUAY VALLEY.
(Courtesy of the White Pass & Yukon Route.)

as fast as men will need them. They may even disappear entirely. In particular, new hunting-places must be had. In course of time, therefore, wars necessarily ensue, other tribes being no less anxious to keep their hunting-lands than the given tribe is



BLACKFOOT SQUAW TRAVELING.

to seize them. In this condition of mankind war is an economic necessity. It follows from nature that such populations can never be very dense, even under the most favoring circumstances. Population soon reaches the limit of subsistence, after which additions to the community necessitate migration or starvation.

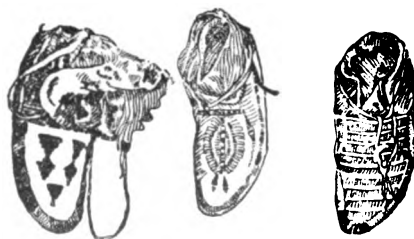
Fishing peoples differ little from hunting peoples, but some of their peculiarities are worth noticing. (1). While they, too, are inert to nature, nature is more bountiful to them than to their brethren of the chase, supplies of fish being far less likely to give out than supplies of game. Hence (2), fishing populations are commonly more dense than those of hunters and less given to wars. (3). Slavery is possible among them and sometimes exists. (4). While hunters tend, usually after a period of robber life, to enter upon a pastoral and then upon an agricultural career, fishermen, on the contrary, are apt to try piracy for a while, and then to grow into sailors, ocean carriers, the agents and instruments of commerce.

Of the hunting and fishing phase of human industry pure and simple, there are few, if any, examples remaining. We must go back to the old stone age, to the cave-dwellers of the geologic records. Yet Hottentots, Bushmen and the aborigines of

Australia are nearly as primitive. Fishing and hunting were, of course, common occupations among the American Indians when and after Columbus landed, though in a number of respects the Indians had even then advanced beyond this species of life. They exchanged by means of wampum, a very good substitute for money, of which also white men made large use, and they had capital in considerable variety and mass.

The Indians of the five nations in New York State had gone some steps toward an agricultural life, though even they, it appears, had entire community of property in lands, game and everything, with no idea of severalty holding whatever. This caused many of the conflicts between them and the whites regarding lands, they not supposing that sale to the whites alienated the ultimate fee-simple held by the tribe. White men did not understand this system, and when Indians maintained tribal rights to lands which individual Indians, so far as they were concerned, had sold, there was trouble and often fighting.

Champlain, in 1605 or 1606, found the Indians about the present sites of Portland, Boston and Plymouth in a mainly agricultural state, with fine fields of corn and to-

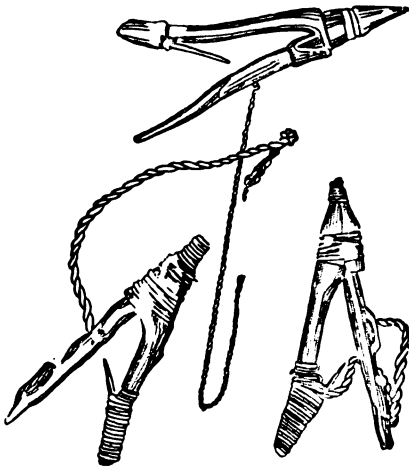


BLACKFOOT. SIOUX. SIOUX.
MOCCASINS WORN BY DIFFERENT TRIBES
OF INDIANS.

bacco, gardens of melons, squashes, pumpkins and beans. The raising of these could hardly have been learned from the whites. Apples of a certain kind flourished in New England soon after the pilgrims landed (by 1635 or so in Connecticut), which, it would

seem, must have been indigenous to the country, though, perhaps, not to New England. The Indians reckoned time by moons, and each moon was named from some phase of change in the vegetable kingdom—the planting moon, the green-corn moon, the falling-leaf moon, etc., indicating considerable attention to plant life.

Of arts the original red man had but the rudest. He made canoes, bone fish-hooks, with lines of hide or twisted bark, stone tomahawks, arrow-heads and spears, clothing of skins, wooden bows, arrows and clubs. He loved fighting, finery, gambling



HALIBUT HOOKS OF WOOD.

and the chase. He domesticated no animals but the dog. He was usually brave, often treacherous, cruel and revengeful. His power of endurance on trail or war-path was astonishing, and he let himself be tortured to death without a quiver or a cry.

Among the animal inhabitants of North America very few changes have occurred since the white man's arrival. A few species, as the Labrador duck and the great auk, have perished. America then possessed but four animals which had appreciable economic value—the dog, the reindeer at the north, which the mound-builders used as a draft animal, but the Indians did not,

and the llama and the paco south of the equator. Every one of our present domestic animals originated beyond the Atlantic, and was imported. Doubtless, as Edward John Payne maintains in his "History of the New World Called America," the backwardness of the aborigines was largely due to their lack of animals suitable for draft or travel or producing milk or flesh good for food. Asiatics, from the remotest antiquity, had the horse, ass, ox and cow, camel and goat—netting ten times the outfit in useful animals which the Peruvians, Mexicans or Indians enjoyed.

The vegetable kingdom of old America was equally restricted, which also helps explain its low civilization. At the advent of the Europeans all our part of the continent was covered with forests. The undomesticated trees and plants were then much as now, though a few varieties have since given out and some imported ones run wild. The cultivated species, however, have been almost completely changed. The Indians were wretched husbandmen, nor had the mound-builders at all the diversity of agricultural products so familiar now. Tobacco, Indian corn, cocoa, potatoes—sweet and Irish both, the custard apple, guavas, pumpkins and squashes, pawpaws and pineapples, indigenous in North America, were under cultivation here before Columbus came. Tobacco, corn, cocoa and sweet potatoes had been cultivated from the most ancient times. The manioc, or tapioca plant, the red pepper plant, tomatoes and marmalade plums, were raised in South America before 1500. The persimmon, the cinchona tree, whence we get our quinine, and the Virginia and Chili strawberry are natives of this country, but have been brought under cultivation only within three centuries. The great cereals—wheat, rye, oats and rice—constituting all the main food crops but corn, have come to us from the old world. So have cherries, apples, quinces and pears, and also hops, currants, chestnuts and mushrooms. The banana, which Humboldt regarded as original

American fruit, most botanists now derive from Asia. Mr. Payne's generalization, that superior food-supply occasioned the old world's primacy in civilization and also that of the Mexicans and Peruvians here, seems to me too sweeping, yet it evidently contains large truth.

LEGISLATIVE BOARD CONVENES.

THE annual meeting of the State Legislative Board of Railroad Employees of New Jersey, was held in Ribsam Hall, Trenton, on September 25, with the following delegates present: Brotherhood of Locomotive Engineers, T. H. Joiner, Division 22; P. F. Doyle, Division 157. Brotherhood of Locomotive Firemen, L. C. Mahoney, Lodge 3; C. W. Cope, Lodge 25; Joseph Compton, Lodge 484; Order of Railway Conductors, L. P. Titus, Division 37. Order of Railway Telegraphers, W. H. Simpson, Division 118. Brotherhood of Railroad Trainmen, Leigh Fritts, Lodge 372; B. F. Snook, Lodge 299; J. M. Turbet, Lodge 99; J. B. Hart, Lodge 219; G. W. Nicholas, Lodge 257; A. J. Eick, Lodge 202; J. McBride, Lodge 239; F. Sheehan, Lodge 333; T. A. Walkalet, Lodge 353; J. M. Cook, Lodge 309; J. Mullane, Lodge 552; J. F. Brennan, Lodge 119.

The election of officers for the ensuing year resulted in the choice of George W. Nicholas for president; P. F. Doyle, T. Shea, L. J. Jones, F. Sheehan and H. C. Snyder, vice-presidents; T. A. Walkalet, treasurer, and Leigh Fritts, secretary.

Secretary Fritts rendered a lengthy report on Assembly bill No. 7, which was killed at the last session of the Legislature, and the names of those voting against the bill were ordered printed for circulation throughout the State, as were the names of the Legislators who favored the measure.

It was further decided to present this measure to the forthcoming session of the Legislature, together with a ten hour and semi-monthly payment bill.—*The Railway Employee.*

BUCKS—A STORY FROM THE TRAIN DISPATCHER'S OFFICE.

"I SEE a good deal of stuff in print about the engineer," said Callahan dejectedly. "What's the matter with the despatcher? What's the matter with the man who tells the engineer what to do—and just what to do? How to do it—and exactly how to do it. With the man who sits shut in by brick walls and hung up in Chinese puzzles, his ear glued to a receiver, and his finger fast to a key, and his eye riveted on a train register? The man who orders and annuls and stops, and starts everything within 500 miles of him, and holds under his thumb more lives every minute than most brigadiers do in a lifetime? For instance," asked Callahan, in his tired way, "what's the matter with Bucks?"

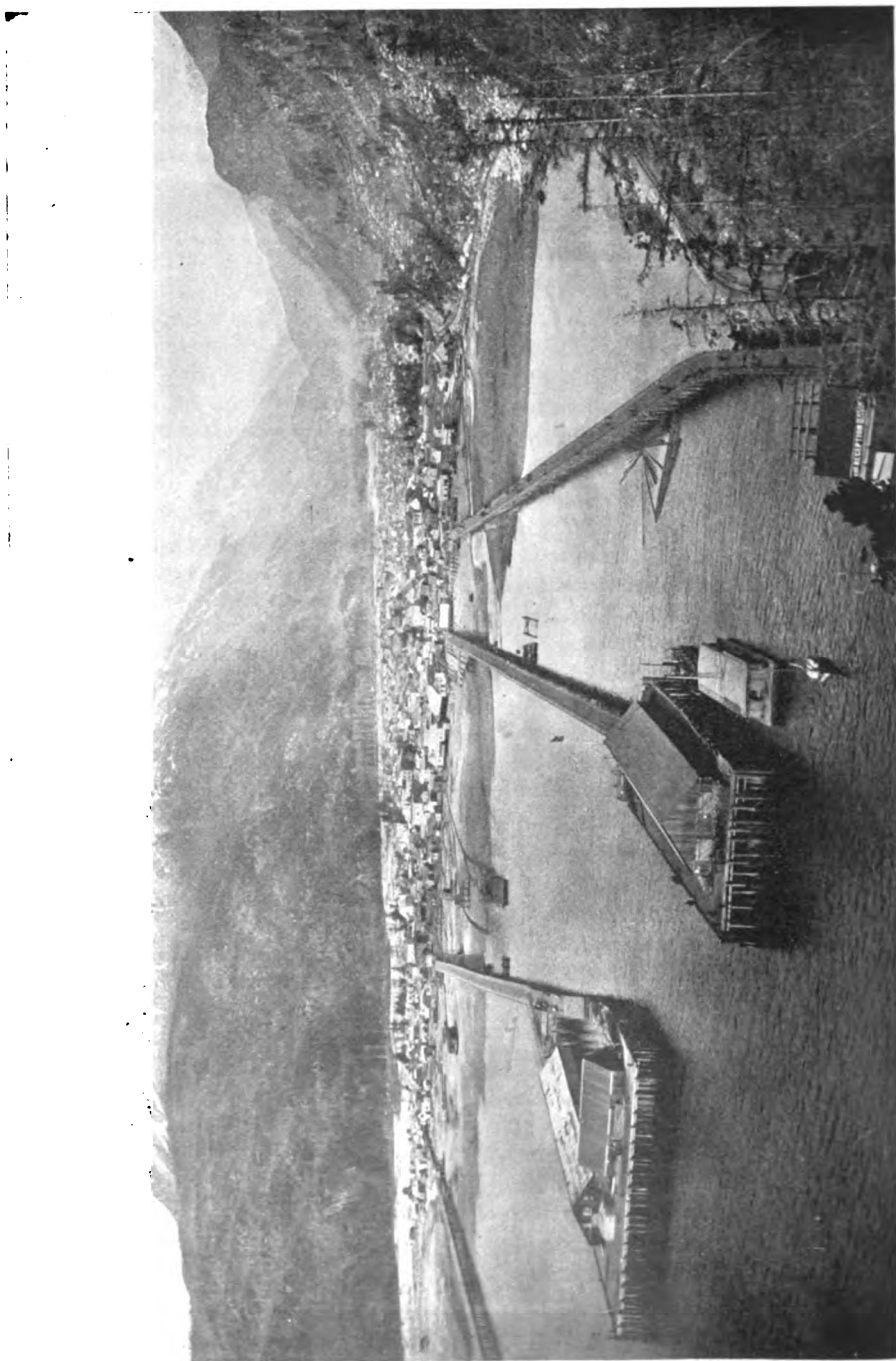
Now, I never knew Bucks myself. He left the West End before I went on. Bucks is second vice-president—which means the boss—of a transcontinental line now; and a very great swell. But no man from the West End that calls on Bucks has to wait for an audience; though bigger men do. They talk of him out there yet. Not of General Superintendent Bucks, which he came to be; nor of General Manager Bucks. On the West End he is just plain Bucks; but Bucks means a whole lot on the West End.

"He saved the company three hundred thousand dollars that night the Ogallala train ran away," mused Callahan. Callahan himself is assistant superintendent now.

"Three hundred thousand dollars is a good deal of money, Callahan," I objected.

"Figure it out yourself. To begin with, fifty passengers' lives—that's \$5,000 apiece, isn't it?" Callahan had a cold-blooded way of figuring a passenger's life from a company standpoint. "It would have killed over fifty passengers if the runaway had ever struck Fifty-nine. There wouldn't have been enough of Fifty-nine left to make a decent funeral. Then the equipment, at least \$50,000. But there was a whole lot more than the \$300,000 in it for Bucks."

"How so?"



SKAGWAY, ALASKA.
(Courtesy of the *White Pass & Yukon Route*.)

"He told me once that if he hadn't saved Fifty-nine that night, he would never have signed another order anywhere on any road; he'd have quit the service for good."

"Why?"

"Why? Because, after it was all over, he found out that his own mother was aboard Fifty-nine. Didn't you ever hear that? Well, sir, it was Christmas eve, and the year was 1884."

Christmas eve everywhere but on the West End, where it was just plain December 24th.

"High winds will prevail for ensuing twenty-four hours. Station agents will use extra care to secure cars on sidings; brakemen must take care not to get blown from moving trains."

That's all Bucks said in his bulletins that evening; not a word about Christmas or Merry Christmas. In fact, if Christmas had come to McCloud that night they couldn't have held it twenty-four minutes, much less twenty-four hours; the wind was too high. All the week, all the day, all the night it had blown—a December wind; dry as an August noon, bitter as powdered ice. It was in the early days of our western railroading, when we had only one fast train on the schedule—the St. Louis-California express; and only one fast engine on the division—101; and only one man on the whole West End—Bucks. Bucks was assistant superintendent and master mechanic and trainmaster and chief despatcher and storekeeper—and a bully good fellow. There were some boys in the service; among them, Callahan. Callahan was seventeen, with hair like a sunset, and a mind as quick as an air-brake. It was his first year at the key, and he had a night trick under Bucks.

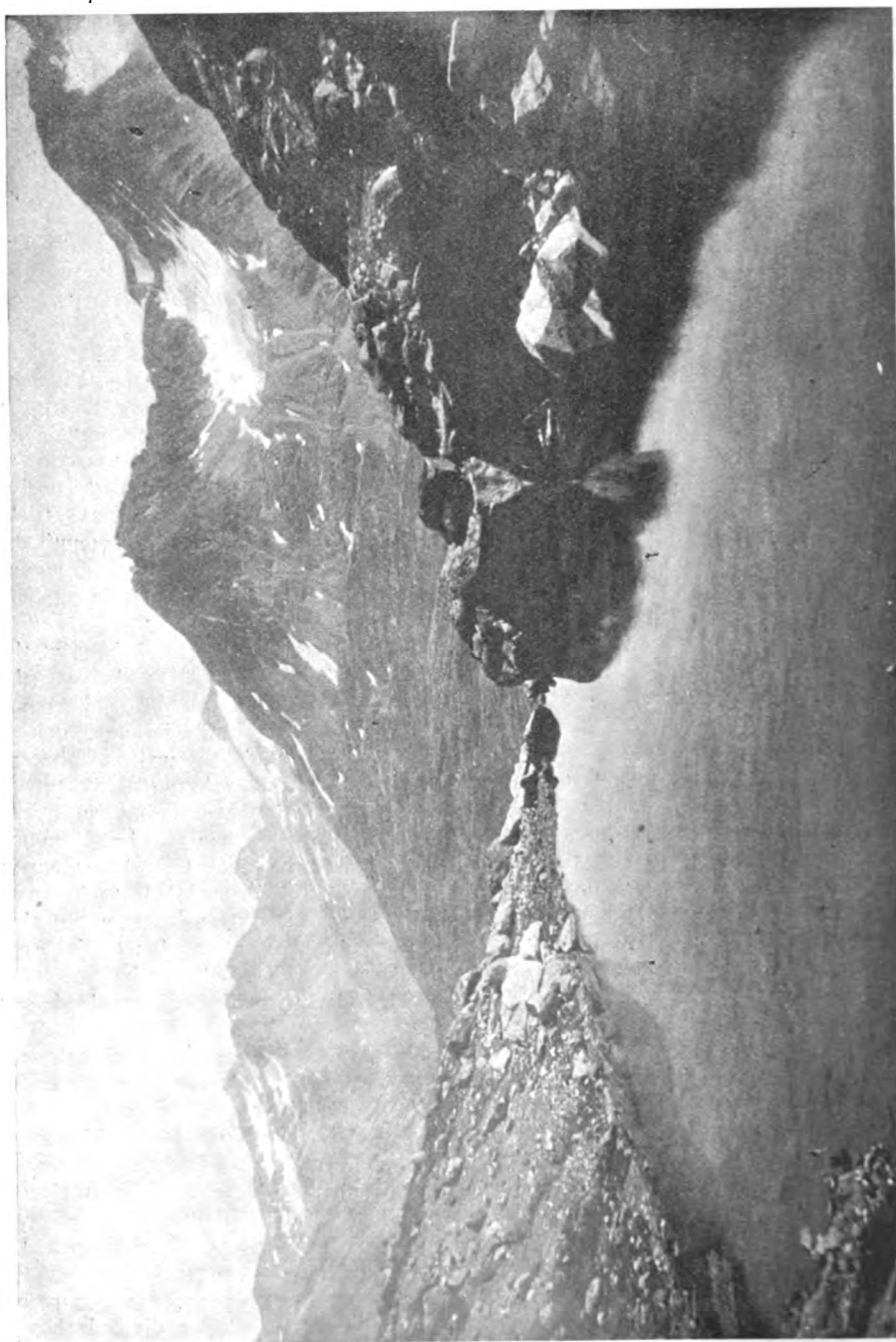
Callahan claims it blew so hard that night that it blew some of the color out of his hair. Sod houses had sprung up like dog towns in the buffalo grass during the fall. But that day homesteaders crept into dugouts and smothered over buffalo-chip fires. Horses and cattle huddled into friendly pockets a little out of the worst of it, or froze mutely in pitiless fence corners on the divides. Sand drove gritting down from the Cheyenne Hills like a

storm of snow. Streets of the raw prairie towns stared deserted at the sky. Even cowboys kept their ranches, and through the gloom of noon the sun cast a coward shadow. It was a wretched day, and the sun went down with the wind turning into a gale, and all the boys in bad humor—except Bucks. Not that Bucks couldn't get mad; but it took more than a cyclone to start him.

Number Fifty-nine, the California express, was late that night. All the way up the valley the wind caught her quartering. Really the marvel is that out there on the plains such storms didn't blow our toy engines clear off the rails; but, for that matter, they might as well have taken the rails, too, for none of them went over sixty pounds. Fifty-nine was due at eleven o'clock; it was half-past twelve when she pulled in, on Callahan's trick. But Bucks hung around the office until she staggered up under the streaked moonlight, as frowsy a looking train as ever choked on alkali.

There was always a crowd down at the station to meet Fifty-nine; she was the big arrival of the day at McCloud, even if she didn't get in until eleven o'clock at night. She brought the mail and the express and the landseekers and the traveling men and the strangers generally; so the McCloud livery men and hotel runners and prominent citizens and prominent loafers and the city marshal usually came down to meet her. But it was not so that night. The platform was bare. Not even the hardy chief of police, who was town watch and city marshal all combined, was there.

The engineer swung out of his cab with the air of an abused man. His eyes were full of soda, his ears full of sand, his mustache full of burs, and his whiskers full of tumble-weeds; at least he felt that way, as was plain to be seen. The conductor and the brakeman climbed down sullenly, and the baggageman shoved open his door, and slammed a trunk down on the platform without a pretense of sympathy. Then the outgoing crew climbed aboard, and in a hurry. The outgoing conductor ran downstairs from the register, and pulled his cap down hard before he pushed



CRYSTAL LAKE, ALASKA.
(Courtesy of the White Pass & Yukon Route.)

ahead against the wind to give the engineer his copy of the orders as the new engine was coupled up. The fireman pulled the canvas jealously around the cab end. The brakeman ran hurriedly back to examine the air connections, and gave his signal to the conductor; the conductor gave his to the engineer. There were two short, choppy snorts, from 101, and Fifty-nine moved out stealthily, evenly, resistlessly into the teeth of the night. In another minute only her red lamps gleamed up the yard. One man still on the platform watched them recede; it was Bucks.

He came up to the despatcher's office and sat down. Callahan wondered why he didn't go home and to bed; but Callahan was too good a railroad man to ask questions of a superior. Bucks might have stood on his head on the stove, and it red-hot, without being pursued with inquiries from Callahan. If Bucks chose to sit up out there on the frozen prairies, in a flimsy barn of a station, and with the wind blowing murder at twelve o'clock past, and that on Chri—the twenty-fourth of December, it was Buck's own business.

"I kind of looked for my mother to-night," said he, after Callahan got his orders out of the way for a minute. "Wrote she was coming out pretty soon for a little visit."

"Where does your mother live?"

"Chicago. I sent her transportation two weeks ago. Reckon she thought she'd better stay home for Christmas. Back in God's country they have Christmas just about this time of year. Watch out to-night, Jim. I'm going home. It's a tough wind."

Callahan was making a meeting-point for two freights when the door closed behind Bucks; he didn't even sing out "Good-night." And as for Merry Chri—well, that had no place on the West End anyhow.

"D-i, D-i, D-i, D-i," came clicking into the room. Callahan wasn't asleep. Once he did sleep over the key. When he told Bucks, he made sure of his time; only he thought Bucks ought to know.

Bucks shook his head pretty hard that time. "It's awful business, Jim. It's

murder, you know. It's the penitentiary, if they should convict you. But it's worse than that. If anything happened because you went to sleep over the key, you'd have them on your mind all your life, don't you know—forever. Men—and—and children. That's what I always think about—the children. Maimed and scalded and burnt. Jim, if it ever happens again, quit despatching; get into commercial work; mistakes don't cost life there; don't try to handle trains. If it ever happens with you, you'll kill yourself."

That was all he said; it was enough. And no wonder Callahan loved him.

The wind tore frantically around the station; but everything else was so still. It was one o'clock now, and not a soul about but Callahan. D-i, D-i, J, clicked sharp and fast. "Twelve or fourteen cars passed here—just—now east—running a-a-a." Callahan sprang up like a flash—listened. What? R-u-n-n-i-n-g a-w-a-y? It was the Jackson operator calling; Callahan jumped to the key. "What's that?" he asked quick as lightning could dash it.

"Twelve or fourteen cars coal passed here, fully forty miles an hour, headed east, driven by the wi——"

That was all J could send, for Ogallala broke in. Ogallala is the station just west of Jackson. And with Callahan's copper hair rising higher at every letter, this came from Ogallala: 'Heavy gust caught twelve coal cars on side track and sent them out on main line and off down the grade.

They were already past Jackson, eight miles, headed east, and running down hill. Callahan's eyes turned like hares to the train-sheet. Fifty-nine, going west, was due that minute to leave Callendar. From Callender to Griffin is a twenty-miles run. There is a station between, but there was no night operator in those days. The runaway coal train was then less than thirty miles west of Griffin, coming down a forty-mile grade like a cannon ball. If Fifty-nine could be stopped at Callendar, she could be laid by in five minutes, out of the way of the certain destruction ahead of her on the main line. Callahan seized the key, and began calling "Cn." He pounded until the call burnt into his fingers. It was an age before Callendar

answered; then Callahan's order flew: "Hold Fifty-nine. Answer quick."

And Callendar answered: "Fifty-nine just pulling out of upper yard. Too late to stop her. What's the matter?"

Callahan ran to the window, and threw up the sash. The moon shone a bit through the storm of sand, but there was not a soul in sight. There were lights in the round-house, a hundred yards across the track. Callahan pulled a revolver from his pocket—every railroad man out there carried one those days—and, covering one of the round-house windows, began firing. It was a risk. There was one chance, maybe, in a thousand of his killing a night man. But there were a thousand chances to one that a whole trainload of men and women would be killed inside of thirty minutes if he couldn't get help. He chose a window in the machinists' section, where he knew no one usually went at night. He poured bullets into the unlucky casement as fast as powder could carry them. Re-loading rapidly, he watched the round-house door, and sure enough, almost at once, it was cautiously opened. Then he fired into the air—one, two, three, four, five, six—and he saw a man start for the station on the dead run. He knew, too, by the tremendous sweep of his legs, that it was Ole Anderson, the night foreman, the man of all others he wanted.

"Ole," cried the despatcher, waving his arms frantically as the giant Swede leaped across the track and stood on the platform below him, "go get Bucks. I've got a runaway train going against Fifty-nine. For your life, Ole, run!"

The big fellow was into the wind with the word. Bucks boarded four blocks away. Callahan, slamming down the window, took the key and began calling Rowe. Rowe is the first station east of Jackson; it was now the first point at which the runaway freight train could be headed.

"R-o, R-o," he rattled. The operator must have been sitting on the wire, for he answered at once. As fast as Callahan's fingers could talk, he told Rowe the story and gave him orders to get the night agent, who, he knew, must be down to sell tickets for Fifty-nine, and pile all the ties they could gather across the track to

derail the runaway train. Then he began thumping for Kolar, the next station east of Rowe, and the second ahead of the runaways. He pounded and he pounded, and when the man at Kolar answered, Callahan could have sworn he had been asleep—just from the way he talked. Does it seem strange? There are many strange things about a despatcher's senses. "Send your night man to west switch-house track and open for runaway train. Set brakes hard on your empties on siding, to spill runaways if possible. Do anything and everything to keep them from getting by you. Work quick."

Behind Kolar's O. K. came a frantic call from Rowe. "Runaways went by here like a streak. Knocked ties into tooth-picks. Couldn't head them."

Callahan didn't wait to hear any more. He only wiped the sweat from his face. It seemed forever before Kolar spoke again. Then it was to say: "Runaway went by here before night man could get to switch to open it."

Would Bucks never come? And if he did come, what on earth could stop the runaway train now? They were heading now into the worst grade on the West End. It averages one per cent from Kolar to Griffin, and there we get down off the Cheyenne Hills with a long reverse curve, and drop into the canon of the Blackwood with a three per cent grade. Callahan, almost beside himself, threw open a north window to look for Bucks. Two men were flying down Main street towards the station. He knew them; they were Ole and Bucks.

But Bucks! Never before or since was seen on a street of McCloud such a figure as Bucks, in his trousers and slippers, and his night-shirt flying free as he sailed down the wind. In another instant he was bounding up the stairs. Callahan told him.

"What have you done?" he panted, throwing himself into the chair. Callahan told him. Bucks held his head in his hands while the boy talked. He turned to the sheet—asked quick for Fifty-nine.

"She's out of Callendar. I tried hard to stop her. I didn't lose a second; she was gone."

Barely an instant Buck studied the sheet. Routed out of a sound sleep after an eight-hour trick, and on such a night, by such a message—the marvel was he could think at all, much less set a trap which should save Fifty-nine. In twenty minutes from the moment Bucks took the key the two trains would be together—could he save the passenger? Callahan didn't believe it.

A few sharp, quick calls brought Griffin. We had one of the brightest lads on the whole division at Griffin. Callahan, listening, heard Griffin answer. Bucks rattled a question. How the heart hangs on the faint, uncertain tick of a sounder when human lives hang on it too!

"Where are your section men?" asked Bucks.

"In bed at the section house."

"Who's with you?"

"Night agent; sheriff with two cowboy prisoners waiting to take Fifty-nine."

Before the last word came, Bucks was back at him:

To Opr.:

Ask sheriff release his prisoners to save passenger train. Go together to west switch-house track, open, and set it. Smash in section tool-house, get tools, go to point of curve, cut the rails, and point them to send runaway train over the bluff into the river.

BUCKS.

The words flew off his fingers like sparks, and another message crowded the wire behind it:

To Agt.:

Go to east switch, open, and set for passing track. Flag Fifty-nine, and run her on siding. If can't get Fifty-nine into the clear, ditch the runaways.

BUCKS.

They look old now. The ink is faded, and the paper is smoked with the fire of fifteen winters and bleached with the sun of fifteen summers. But to this day they hang in their walnut frames, the original orders, just as Bucks scratched them off. They hang there in the despatcher's office in the new depot. But in their present

fancy surroundings Bucks wouldn't know them. It was Harvey Reynolds who took them off the other end of the wire—a boy in a thousand for that night and that minute. The instant the words flashed into the room he instructed the agent, grabbed an ax, and dashed out into the waiting-room, where the sheriff, Ed Banks, sat with his prisoners, the cowboys.

"Ed," cried Harvey, "there's a runaway train from Ogallala coming down the line in the wind. If we can't trap it here, it'll knock Fifty-nine into kindling wood. Turn the boys loose, Ed, and save the passenger train. Boys, show the man and square yourselves right now. I don't know what you're here for; but I believe it's to save Fifty-nine. Will you help?"

The two men sprang to their feet; Ed Banks slipped the handcuffs off their wrists in a trice. "Never mind the rest of it. Save the passenger train first," he roared. Everybody from Ogallala to Omaha knew Ed Banks.

"Which way? How?" cried the cowboys in a lather of excitement.

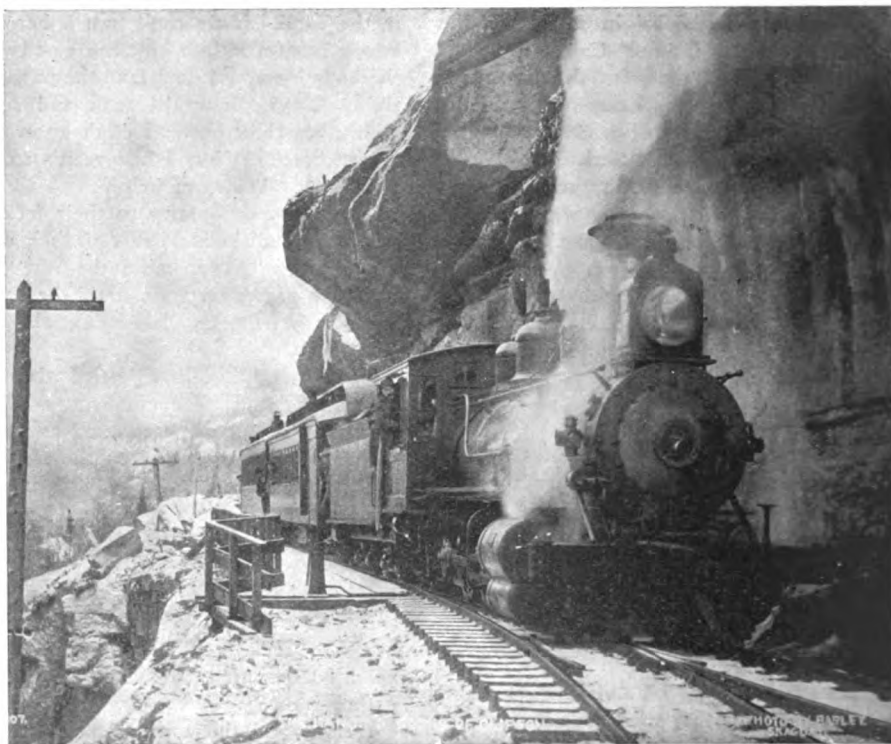
Harvey Reynolds, beckoning as he ran, rushed out the door and up the track, his posse at his heels, all stumbling into the gale like lunatics.

"Smash in the tool-house door," panted Harvey as they neared it.

Ed Banks seized the ax from his hands, and took command as naturally as Dewey would. "Pick up that tie and ram her," he cried, pointing to the door. "All together—now."

Harvey and the cowboys splintered the stout panel in a twinkling, and Banks with a few clean strokes cut an opening; and the cowboys, jumping together, ran in and began fishing for the tools in the dark. One of them got hold of a wrench; the other, a pick. Harvey caught up a claw-bar, and Banks seized a spike-maul. In a bunch they ran for the point of the curve on the house track. It lies there close to the verge of a limestone bluff which looms up fifty feet above the river.

But it is one thing to order a contact opened, and another and very different thing to open it, at two in the morning on December 25th, by men who know no more about track-cutting than about



THE HANGING ROCKS, CLIFTON.
(Courtesy of the White Pass & Yukon Route.)

logarithms. Side by side and shoulder to shoulder the man of the law and the men out of the law, the rough riders and the railroad boy, pried and wrenched and clawed and struggled with the steel. While Harvey and Banks clawed at the spikes the cowboys wrestled with the nuts on the bolts of the fish-plates. It was a baffle. The nuts wouldn't twist, the spikes stuck like piles, sweat covered the assailants, Harvey went into a frenzy. "Boys, we must work faster," he cried, tugging at the frosty spikes; but flesh and blood could do no more.

"There they come—there's the runaway train—I can hear it. I'm going to open the switch, anyhow," Harvey shouted, starting up the track. "Save yourselves."

Heedless of the warning, Banks struggled with the plate-bolts in a silent fury. Suddenly he sprang to his feet. "Give me the maul!"

Raising the heavy tool as if it had been a tack-hammer, he landed heavily on the bolt nuts, and they flew one after another like bullets over the bluff. The taller cowboy, bending close on his knees, raised a yell. The plates had given way. Springing to the other rail, Banks stripped the bolts even after the mad train had shot into the gorge above them. Then they drove the pick under the loosened steel, and with a pry that bent the claw-bar and a yell that reached Harvey, trembling at the switch, they tore away the stubborn contact, and pointed the rails over the precipice.

The shriek of a locomotive whistle cut the wind. Looking east, Harvey saw Fifty-nine's headlight. She was certainly pulling in on the siding. He still held the switch open to send the runaways into the trap which Bucks had set, if the passenger train failed to get into the clear; but there was a minute yet—a bare sixty seconds—and Harvey had no idea of dumping ten thousand dollars' worth of equipment into the river unless it was absolutely necessary.

Suddenly, up went the safety signals from the east end. Banks and the cowboys, waiting breathless, saw Harvey with

a determined lurch close the mainline contact.

In the next breath the coalers, with the sweep of the gale behind their frightful velocity, smashed over the switch and on. In a rattling whirl of ballast and a dizzy clatter of noise, and before the frightened crew of Fifty-nine could see what was against them, they were gone!

"I wasn't going to stop here to-night," said the engineer, as he stood with the conductor, looking over Harvey's shoulder at the operator's desk a minute later. "We'd have met them right in the canon, Harvey."

But Harvey was reporting to Bucks. Callahan heard it coming: "Rails cut, but Fifty-nine safe. Runaways went by here fully seventy miles an hour."

It was easy after that. Griffin is at the foot of the grade; from there on the runaway train had a hill to climb. Bucks had held 250, the local passenger, side-tracked at Davis, thirty miles farther east. Sped by the wind, the runaways passed Davis, though not at half their highest speed. An instant later, 250's engine was cut loose, and started after them like a scared collie. Three miles east of Davis they were overhauled by the light engine. The fireman, Donahue, crawled out of the cab window, along the foot-rail, and down on the pilot; caught the ladder of the rear car, and running up, crept along to the leader and began setting brakes. Ten minutes later they were brought back in triumph to Davis.

When the multitude of orders were out of the way, Bucks wired Ed Banks to bring the cowboys down to McCloud on Sixty. Sixty was the east-bound passenger due at McCloud at five-thirty a. m. It turned out that the cowboys had been arrested for lassoing a Norwegian homesteader who had cut their wire. It was not a heinous offense, and after it was straightened out by the intervention of Bucks, who was the whole thing then, they were given jobs lassoing sugar barrels in the train service. One of them, the tall fellow, is a passenger conductor on the high line now.

It was three o'clock that morning—the twenty-fifth of December in small letters,



NEIL CAMPBELL,
Representative Division No. 47 at Charlotte-
town, Prince Edward Island.

on the West End—before they got things decently straightened out; there was so much to do—orders to make and reports to take. Bucks, still on the key in his flowing robes and tumbling hair, took them all. Then he turned the seat over to Callahan, and getting up for the first time in two hours, dropped into a chair close by.

The very first thing Callahan got was a personal from Pat Francis, conductor of Fifty-nine, at Ogallala. It was for Bucks: "Your mother is aboard Fifty-nine. She was carried by McCloud in the Denver sleeper. Sending her back to you on Sixty. Merry Christmas."

It came off the wire fast. Callahan, taking it, didn't think Bucks heard; but it's probable he did. Callahan threw the clip over towards him with a laugh. "Look there, old man. There's your mother coming, after all your kicking—carried by on Fifty-nine."

The big dispatcher's head had sunk on the table, between his arms. Callahan

sprang to his side; Bucks had fainted.—*Frank H. Spearman, in McClure's Magazine. Copyrighted.*

ADVERTISING FAKIRS.

THE *Telegraph Age* of October 16th, gives some of the inside history of the Telegraph Tournament of 1893, that serves to point a moral if not adorn a tale. It says:

In our issue of September 16 we printed an article bearing the above title, warning our readers to be on the lookout for some advertising sharks who were endeavoring to repeat the 1893 so-called fast sending tournament, the profits of which, as alleged, were to benefit an organization entitled the "Telegraphers, Stenographers and Type-writers of America." Upon investigation we could find but one member of the telegraph profession who was connected with this organization.

These advertising sharpers induced Mr. O. H. Davidson, a New York telegraph operator, to lend his name and assistance to



HARRY J. BRIGGS,
Representative Northern Pacific Railway
System, Division No. 54.

their project, but as soon as he discovered the nefarious purposes of the schemers he

promptly severed his connection with the affair.



D. G. HURLEY,
Local Secretary and Treasurer Division No. 70,
and Representative at the Special Session.

In our article above referred to we stated:

"The New York profession has not forgotten the fact that in its name some ten thousand dollars were collected by outsiders in 1893, not one cent of which ever went for the purpose of relief funds, for the endowment of beds in the hospital, for the aid of widows and orphans, or for any other purpose calculated to help the telegraphic profession," as represented by the solicitors of the donations.

We also added that these advertising schemers "had better first inform the contributors to the 1893 fund just what became of the large sum of money collected at that time in the name of charity."

We had despaired of ever receiving authentic financial statements of the 1893 fund affair, which brought so much disgrace to the telegraph fraternity. However, within the past few days we have had placed in our possession all the papers bearing upon this gross fraud which was carried out in the name of charity.

Among the papers that have been handed to us is the original contract entered into between five New York telegraph operators who represented themselves as the "Telegraphers' Mutual Relief Association," and

one Thomas H. Evans, an advertising shark. The contract is as follows:

TELEGRAPHERS' MUTUAL ASSOCIATION.

Treasurer's Office,

135 World Building,

New York, January 23, 1893.

Thos. H. Evans, Esq.:

Dear Sir—In consideration of your securing for us advertisements and subscriptions, and disposing of tickets of admission for the National Fast Telegraphic Tournament to be held by us at Hardman Hall, on the afternoon and evening of March 11, 1893, we agree to pay you for your services a commission of fifty per centum upon all advertising contracts, subscriptions, and for sale of tickets secured by you (excepting the advertising already secured for the preliminary conditions and the soliciting of money for prizes and the fifty-cent tickets to operators).

We will issue said publication at our expense and pay cost of dummies for canvassers.



J. H. NANCE,
Representative Macon, Ga., Division No. 75.

It is understood you are to give your personal attention to the making up of the programme.

All matter to be handed us by March 4, 1893.

You hereby agree to realize for us a sum not less than one thousand dollars for your services.

This instrument was accepted by Thomas H. Evans.

We have a list of all contributions made to the Telegraphers' Mutual Association, dated March 25, 1893, which, according to Evans' books, reached the sum of \$6,192.30. The disbursements of this large amount of money are of such a highly interesting character that we give them in detail. Here they are:

Commission to Thos. H. Evans, as per contract.....	\$3,096 15
Cash for prizes	1,515 00
Cash for dummies and contracts.....	67 00
Cash for gold medal.....	25 00
Salary H. F. Warren (7 weeks at \$25)	175 00
Cash to H. F. Warren, day of tournament	75 00
Cash to H. F. Warren, for enter- tainment of visitors from Pa- cific Coast	50 00
Cash to Gibson, the prize for sending 97 messages	50 00
Cash for M. H. Toomey, for Pittsburg visit	150 00
Cash for rent of Hardman Hall.....	40 00
Cash for printing 1,200 pro- grammes	266 00
Cash for stationery, postage and legal fees	158 80

Cash for rubber and metal stamps \$	12 00
Cash for electros for programmes	23 00
Cash for W. S. Williams (Edison check)	50 00
(which was turned over to printer.)	
Cash for M. H. Toomey.....	180 00
Cash for Thos. J. Dunn (for services rendered)	27 60
Cash for engravings of Baker and Chandler	17 00
Cash for postage, W. S. Williams	3 75
Check herewith	211 00

\$6,192 30

It will be observed that the last item in the schedule calls for a "check herewith" for \$211. It appears that even this small sum was denied the committee, and the claim for \$211 against Evans had to be placed in the hands of a lawyer for collection. A small portion of this amount has been recovered in dribbles of from \$5 to \$10 at a time. As these small sums are collected they are of course largely absorbed by the lawyer for his services, the balance passing to the credit of unpaid claims against the Relief Association, contracted for by Evans.

Any bona fide entertainments or subscriptions for benefit of telegraphers are always presented in such a way and with such credentials that there can be no question in regard to their genuineness.



Woman's World

WHAT ONE WOMAN ACCOMPLISHED.

IN reading over the works of Elizabeth Fry, it came to me that we do not all have the privilege of reading the same books, and that where we find something that appears to us helpful and elevating, it would not come amiss to try and gather the cream of the article, to be served in our Department. In our little world why not discuss more of the doings of noble women who are battling, or have fallen in the battle, to make the larger world around us purer and better? The work of this noble woman was not so near to us as, perhaps, some others have been, but, nevertheless, we may profit by knowing and following her noble example. Her work seems to have been in lessening the horrors of the prisons in the earlier part of the closing century. The writer, in speaking of her work, says, "She worked for a present good, here and now, believing we can reach the future only through the present. In penology nothing has been added to her philosophy, and we have as yet not nearly carried out her suggestions."

"Generations will come and go, nations will rise, grow old, and die, kings and rulers will be forgotten, but by so long as love kisses the white lips of pain will men remember the name of Elizabeth Fry, Friend of Humanity."

She was born in Norwich in the year 1780, and when about eighteen years old she was married and went to live in London, where she found so large a field for her work. It is said she looked after her household with diligence; but instead of confining her "social duties" to following hotly after those in station above her, she sought out those in the stratum beneath.

The lowly and wretched interested her. She saw, girl though she was, that beggar-

dom and vice were twins. She set herself to the task of doing what she could while life lasted to lessen the horror of ignorance and sin. Newgate prison stood in the center of the city—along the front of the prison were strong iron gratings where the prisoners crowded up to talk with their friends. There was a woman's department, but if the men's department was too full men and women were herded together.

Mrs. Fry worked for her sex, so of these I will speak. Women who had children under seven years of age, took them to prison with them; every week babes were born there, so at one time in the year 1826, we find there were one hundred and ninety women and one hundred children in Newgate. There was no bedding. No clothing was supplied, and those who had no friends outside to supply them clothing were naked or nearly so, and would have been entirely so had it not been for that spark of divinity that causes the most depraved women to minister to each other. In this pen, awaiting trial, execution, or transportation, were girls of twelve to senile, helpless creatures of eighty. Hardened criminals, besotted prostitutes, maid-servants accused of stealing thimbles, married women suspected of blasphemy, pure-hearted, brave-natured girls who had run away from brutal parents or more brutal husbands, insane persons—all were herded together. All of the keepers were men. Patrolling the walls were armed guards who were ordered to shoot all who tried to escape. When the mailed hand of government had once thrust these women behind iron bars, and relieved virtuous society of their presence, it seemed to think it had done its duty. Inside, no crime was recognized save murder. The women fought, overpowered the weak, stole from and maltreated each other. It was dangerous for

any visitor to go near the grating, i. e., within reach of the prisoners. Every morning at nine a curate read prayers at the prisoners. He stood well outside the grating; while all the time from inside loud cries of advice were given and sundry remarks tendered him concerning his personal appearance. The frightful hilarity of the mob saved these wretches from despair. But the curate did his duty; he who has ears to hear, let him hear.

Such was the condition of prisons and prisoners in those early days. At that time three hundred offences were punishable by death. At Tyburn every week women were hanged, and most of the hangings were for smuggling, forgery, or shoplifting.

Is it any wonder that this noble woman could not refrain from trying to better such conditions? As I have already taken up the allowed space and some over, I will, if permitted, give a sketch of the vast good she accomplished, in the next issue, as it is helpful just to read of the works of such women as Mrs. Fry. However, it is much more so to practice their examples.

BERTHA HOUSER.

A CHINESE OPINION ON WOMAN'S INDUSTRIAL POSITION.

OUR Chinese Minister, Wu Ting Fang, gives in *Frank Leslie's Monthly* for September, a fine argument in favor of the wage-earning woman. He says:

"No foreigner in America fails to be impressed with the importance of the role women play in this country. Their activity in the social and business world gives cer-

tain subtle qualities to American life not found where the influence of women is less generally and definitely exerted. It seemed to me at once that there was danger of woman usurping man's place in the world. I have come to think that it does not much matter if she does. I believe in the survival of the fittest. Success, surely, is the only test of fitness. Let the women go on then; let them go as far as they can. Those who are unfit for the race will fall by the wayside and only the truly fit can win. If women encroach on the vocations of men, then the men, if they are worth their salt, must forge far ahead, that means advancement for the world."

China is said to be the most conservative country in the world, but for progressiveness and profound philosophy the utterance of our Chinese ambassador is hard to surpass. Would that he might for a brief period drop his role of ambassador and become a missionary to that large and distinguished class of Americans who pride themselves on their learning, culture and statesmanship, but who are so deep in the backwoods that they have not discovered this elementary truth, that woman's advancement "means advancement for the world." Woman's educational advancement means the educational advancement of the world; woman's social advancement means the social advancement of the world; woman's industrial advancement means the industrial advancement of the world; and woman's political advancement means the political advancement of the world. Here is the whole "woman question" in a nut-shell.

LIDA CALVERT OBENCHAIN.



Poetical

The Man at the Key.

Amid the twitching of nerves is he,
This busy man sitting alone at the "key,"
Who carefully watches the living wires
In which are hidden the lightning's fires.

He feels the pulse beat of far away lands
Passing underneath his steady hands,
'Tis thus the thoughts he can understand,
That circle the earth by sea and land.

Now comes a message of birth—now death—
Now havoc wrought by the storms' wild breath,
Now words of joy and love pass on
To cheer some soul at the early dawn.

And now the rush of the Iron Soul
He stops a moment, then taking control,
He touches a nerve that sets it free
To thunder again on toward the sea.

The very thought of nations he reads,
Of pauper and king, and of all their deeds,
For he is in touch with these nerve-like wires
In which are hidden the lightning's fires.

—Ed. E. Sheasgreen.

The Candidate.

When he run for office, he
Was as social as could be,
Always tellin' lots of jokes,
"Hello, Billy!" "How's the folks?"
Early mornin', evenin' late,
Always hangin' round your gate;
Kissed the children come from school,
Helped the old man hitch his mule,
Showed a new five-dollar note,
"Sammy, how're you goin' to vote?"
Just as cunnin' as could be—
"Want an office? Vote for me!"
Wore the cheapest kind 'er suits—
Old wool hat an' army boots;
Promised, if they'd help him win,
"They'd get rich when he got in!"

Now he's in the office. See!
Just as proud as proud kin be.

Ain't a-tellin' so much jokes,
Never ask you 'bout the folks,
Voter feelin' mighty sore—
"Never saw your face before!"
Wool hat, boots, done laid 'um by!
Wears a beaver, slick an' high:
Voters stand an' look an' wonder—
"Want an office? Go to thunder!"

The Dignity of Labor.

The sun is setting and the toiler halts,
Across the furrows, shadowed by the rays
That fleck the field in lines of burnished gold,
The smoke from out his cottage chimney curls
In lazy clouds and fades away in air,
His hand drops from the plow; he waits awhile
And lets the cool breath of the twilight blow
Across his face a moment, as he stands
Foot deep in stubble, but that moment turned;
Then, starting off his horses to their hay,
Smiles and moves on to meet his welcome home.

And what a wealth of welcome! From the door
Two little ones—blue eyed and flaxen haired—
Leap out toward him, shouting all the while;
Within, the boarded kitchen walls throw back
A kindly glow, and, in the gleam, he sees
The table with the simple supper spread,
And then his wife, lighting the evening lamp.
After the meal a happy hour goes by
With babies prattling gaily on his knees;
Later to rest, a peaceful, dreamless sleep,
Until the rising sun proclaims the day.

The pomp of kings, the pride of place and all
The cursed madding race for wealth and power—
What mean they to this man? Himself a king
Content to humbly earn his daily bread
To watch the glow of health on childhood's cheek
To note the lovelight in the mother's eye,
Year in, year out, to plow his plot of earth.
No centuries of silence need he wait
To make reply to God, but daily thanks
His Maker for his manhood and his bread;
His place in life's grim struggle fixed and sure.

—Chicago Times-Herald.

How Competition Works.

Old Susan Kellum owned a cow, and lived in Germantown;
 In selling milk she found she must compete with neighbor Brown;
 'Twas almost like starvation for herself and little Dick.
 One day her boy came running in and said:
 "Brown's cow is sick."
 Then quickly came a twinkle in old Susan Kellum's eye:
 It seemed she wouldn't worry, though her neighbor's cow should die.

Brown's customers began to come to buy her milk and cream;
 She sold a pint to Dr. Smith, a quart to Lawyer Beam;
 And Brown himself came over to buy a quart or so;
 'Twas then that Susan tried her best strong sympathy to show,
 But she couldn't hide the twinkle in the corner of her eye;
 'Twas plain she wouldn't dress in black though Brown's old cow should die.

She sold new milk, skimmed milk, and cream,
 sold all the cow would give;
 And little Dick and Susan Kellum then knew just how to live.
 A box must hold two sacks of flour, the shed a ton of coal;
 Some apples in a coffee sack, potatoes in a hole;
 And Susan had a twinkle in the corner of her eye;
 It plainer grew when Brown had hung his cow hide out to dry.

So when our farmers have a crop, while Russia suffers drought,
 Or when a teacher gets a school by shoving someone out,
 Or when a workman gets a job with a dozen standing by,
 Oh, this world is full of twinkle; have you tried to find the why?
 There are many twinkles twinkled by those who have the pie,
 Like the twinkles Susan twinkled in the corner of her eye.

But do not censure harshly, though many starve and die,
 While others live in plenty, with a twinkle in their eye;
 But let us work together for a better time that's nigh,
 When an honest man can live without a twinkle in his eye;
 When there won't be twinkles twinkled by those who have the pie,
 Like the twinkles Susan twinkled in the corner of her eye.

Detroit Free Press.

On Second Thought.

Time's a thief! I trusted him
 When he came to me with smiles.
 I had heard that he was grim,
 Stern and full of artful wiles,
 But he seemed so frank and kind,
 And so honest hearted he,
 That full soon I changed my mind.
 Ah, what gay companions we!

Time's a thief! He stole away,
 All before I was aware,
 Gold of youth and left the gray
 Of life's autumn in my hair;
 Stole the roses from my face—
 O youth's roses, fair to see!
 Robbed my step of agile grace,
 Laughing in his sleeve at me.

Time's a thief, I said. But stay—
 After all, he was my friend.
 Though he stole so much away,
 Has he not made some amend?
 He has helped me climb life's steepes;
 He has given me home and lit
 On its hearth a fire that keeps
 All cold weather out of it.

Time, forgive me what I said.
 What you robbed me of was dear.
 What you gave me in its stead
 Grows more precious every year.
 Roses fade, as fade they must—
 For life's withered flowers a sigh—
 But, O Time, I will be just,
 Greatly in your debt am I!
 —Eben E. Rexford in *New York Sun*.



FACE-TIOUS

Hydroscopic Moisture.

It can be laid down almost as an axiom that the drinks that are the most injurious in hot weather are the drinks that taste the best.—*Boston Transcript*.

A Snowfall.

An orange peel on the crossing wet—
A man, a yell, a thud;
His name is quickly changed, you bet,
From Mr. Snow to Mud.

Not of the Ordinary Kind.

Mrs. Highmore—You have had your kitchen maid a long time, have you not?

Mrs. Upjohn—Yes. We pay Serena high wages, but she is altogether a superior girl. She has the hay fever regularly every year.”
—*Chicago Tribune*.

Newspaper Paresis.

“As I understand it,” said the talkative one, “the Africanders trekked from the roorlooper to the kopgie, and dorped it from the spruit to the disselboom. It stands to reason, too, for—”

“I don’t understand golf,” the other cut in wearily.—*Harper’s Bazar*.

Cut Quite a Figure.

“Yassir,” said Erastus Pinkley, “When I made my appearance in dat convention, I was the object of mo’ attention dan anybody else in de place. Dey jes’ riz up in dar seats when dey saw me comin’ down the aisle.”

“Did you make a speech?”

“No, ’nneed; I had a bucket of ice water an’ a glass.”—*Washington Star*.

Slight Misunderstanding.

Hotel Man (who thinks he is calling down his butcher): Say, I am shy a heart and a liver, eight ribs and a shoulder. Now, I want ’em right away.

Railway Office (which has been connected by mistake): Sorry, sir, but the wreck has been cleared up.—*Baltimore American*.

A Boy’s Essay on Hornets.

A hornet is the smartest bug that flies. He comes when he pleases and goes when he gets ready. One way a hornet shows his smartness is by attending to his own business and making everybody who interferes with him wish they had done the same thing. A labor editor ought to be a good hornet.—*United Labor Journal*.

Hardly Appropriate.

“Don’t you think ‘Daughters of St. Paul’ would be a good name for our charitable society?” asked the dear young ladies. It’s the name of the church, you know, and—”

The Rev. Hugh McRuddy—Well, young ladies, I—er—that is, it seems to me that such a name would be hardly appropriate. St. Paul, you know, was never married.—*An Exchange*.

He Wilted.

“What if I were one of those husbands, my dear, who get up cross in the morning, and bang things about and kick everything over just because the coffee is cold?”

“John,” responded his wife, “I would make it hot for you.”

As her words admitted of more than one interpretation, John said nothing about the coffee.—*N. Y. World*.

Mixed.

"Henry," she said, "did you get those shoe buttons for me to-day?"

"Yep," he replied.

"What did you do with them?"

He felt in his pocket and presently fished out a little round box. Then a scared look overspread his countenance, and the lady wanted to know what was the matter.

"Did you take any of those complexion pills you asked me to bring home for you?" he asked.

"Yes, one," she answered. "Why?"

"That was a shoe button. Here are the pills."—*Chicago Times-Herald*.

Why He Collapsed.

"What," he exclaimed, as he hurried to where the crowd had gathered, "was the ambulance called for?"

"They've just taken a man away in a precarious condition."

"Do you know what happened to him?"

"It was a case of heart disease. He had made an appointment to meet his wife here on this corner at three o'clock precisely."

"Yes?"

"He got here exactly on time."

"And he had to run so hard to do this that his heart went back on him?"

"No. He didn't run at all. He found the lady waiting when he got here."—*St. Louis Post-Dispatch*.

A Confession.

James Neill, the actor manager, engaged for one of his productions a lady amateur, whose zeal outran her discretion. She could not follow instructions. She had two lines to speak in the play, but was not satisfied, and made up to Neill at rehearsal. "Mr. Neill, I have one line in the first act and one in the second. Couldn't you give me one for the third act, too?" Mr. Neill thought for a moment of what trouble the girl had caused him, and said: "Yes, in the banquet scene in the last act you may enter and say: 'Here's a ham.'" "Oh," she said, "do I bring a ham on with me?" "No, my dear," said Mr. Neill, "it is not a speech, it is a confession."—*Exchange*.

Touched His Heart.

The burglar had entered the house as quietly as possible, but his shoes were not padded, and they made some noise.

He had just reached the door of the bedroom when he heard some one moving in the bed as if about to get up, and he paused.

The sound of a woman's voice floated to his ears:

"If you don't take off your boots when you come into this house," it said, "there's going to be trouble, and a whole lot of it. Here it's been raining for three hours, and you dare tramp over my carpets with your muddy boots on. Go down stairs and take them off this minute."

He went down stairs without a word, but he didn't take off his boots. Instead, he went straight out into the night again, and the "pal" who was waiting for him saw a tear glisten in his eye.

"I can't rob that house," he said. "It reminds me of home."—*N. Y. Journal*.

Compromised.

Good stories come from the mining camps, sometimes. The New York *Tribune* is indebted for a new one to a traveler who had stopped over at Carson City, Nevada, to look after his own claims.

"A 'strike' was recently made near Carson," he said, "and it turned out to be one of such promise that a good-sized camp soon sprung up around it. The two principal mine owners were respectively an Irishman and a Jew, and as a delicate compliment to these leading citizens, the rest of the miners left it to them to bestow a name upon the new camp.

"The two had many conferences, but could not reach an agreement, for the Irishman stood out for a name taken from the Emerald Isle, while the Jew was for one that would be suggestive of the chosen people. The rest of the miners finally became restless, and they threatened to name the camp themselves if an end was not put to the delay, and this led the pair to compromise.

"They named the new camp 'Tipperusalem.'"

Our Correspondents

"THE RUBBISH OF CENTURIES."

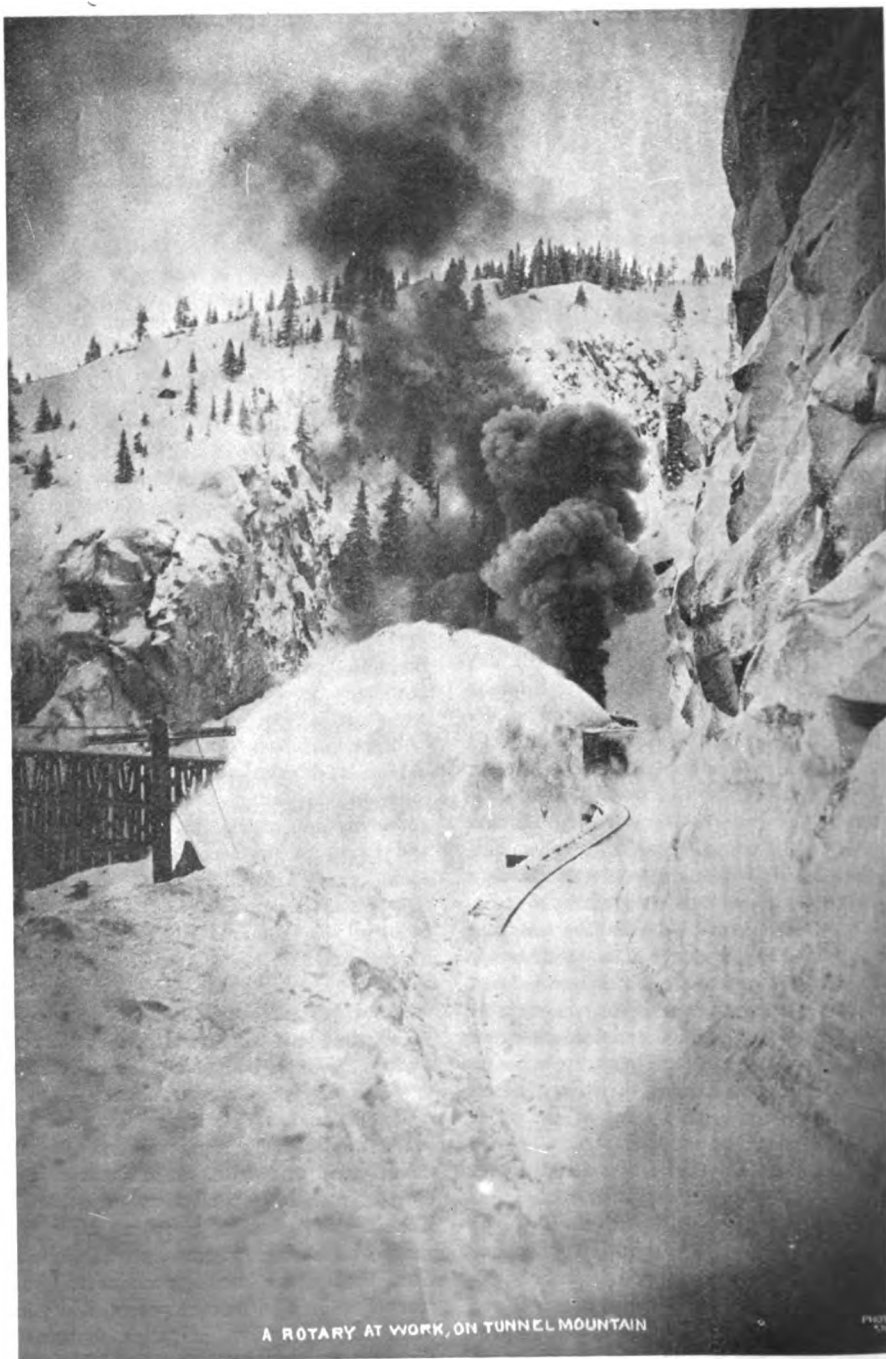
BY JOSE GROS.

PHILOSOPHERS of high and low degree have been telling us, for the last 4,000 years, that each generation of men need to go through the same personal experiences of the previous one, in order to learn something. If that is so, that alone kills all sound progress, if by that word we mean the upheaval of humanity into higher perceptions of what we owe to each other in all that is pure, noble, righteous. There is no possibility of any solid growth until we learn how to improve through the past experiences of others. We actually abdicate our reasoning faculties in favor of mere fanciful, selfish dreams, as long as we virtually say, for instance: Our previous generations were sickly because they failed to live in accordance with sanitary laws, but they managed to go through life anyhow, even if with great many diseases. All the same we want to test that matter ourselves, and see if we can escape disease despite our neglect of sanitary laws. The same generations had considerable trouble in all their social relations, because trampling upon all ethical laws, repudiating all brotherhood principles in their general, public adjustments. We want to see if the same happens to us, and so we shall keep laying aside all laws of justice and sound morality, and notice if we can make that answer just as well as ethical laws, as brotherhood laws. How idiotic to suppose that we can learn anything by simply imitating the blunders and selfishness of our ancestors, and all for the purpose of pretending that that is the only way for us to become wise and good!

The same philosophers of all degrees have preached, by day as well as by night, that

among the many human beings dropped on earth, only a few would be fit to survive and be good for something, and even that would only happen through the harshest and most dreadful struggles possible. Well, go to take a stroll through the woods when the squirrels commence to get out from their winter cottages, in April and May. Even then, after several months of frost and snows, and no crops to gather since the previous October and November, even then you can notice that every squirrel is as fit to live and enjoy life as the fittest, as fat, and healthy, and vigorous, and bright, and keen to avoid all danger as the best anywhere. Why? Because no small group of them has been greedy enough to establish a land trust (a land monopoly combination) by which to deprive the rest of gathering and eating the fruits of the earth and living in the trees and section of the forest they happened to like best, unless they paid tribute (rent, etc.) to a set of monopolistic squirrels. The same shall happen to men in the social organization when they imitate the animal creation, in what appertains to ethical and brotherhood principles, respecting the equal rights of every human being, as a child of nature or God, choose what you like.

That dreadful struggle for existence, preached by so many millions of men called good and wise, as indispensable for us to grow into perfection or something like it, what has it given us after 6,000 years of that fine progress, growth, civilization, that some men proclaim to be so marvelous in all its developments? We have piles of corruption, injustice, oppression, dishonesty, poverty, disease, hate, envy, discontent, disagreements, deep and profound, and, if there is any perfection anywhere, nobody can localize it or make it



A ROTARY AT WORK, ON TUNNEL MOUNTAIN

(Courtesy of the White Pass & Yukon Route.)

tangible in any section of the earth where civilization flourishes. The same brutalities of wars and preparations for them, never as many of the latter as to-day and for the last thirty years. The same vile desires of men crushing men, of nation robbing nation of her natural rights of self-government. The same or even greater antagonism between those who produce wealth and those who simply manage to get it. No signs yet anywhere of some sense among civilized men. We have not even the least desire of accepting yet any simple process of social ethics, since we keep proclaiming that the dreadful struggle of getting on top of each other must be kept on, that evil and good must grow together, that we should never be reasonable enough to learn through the experiences of others, that even if things are not quite right to-day we should trust to time and to men later on to make them better.

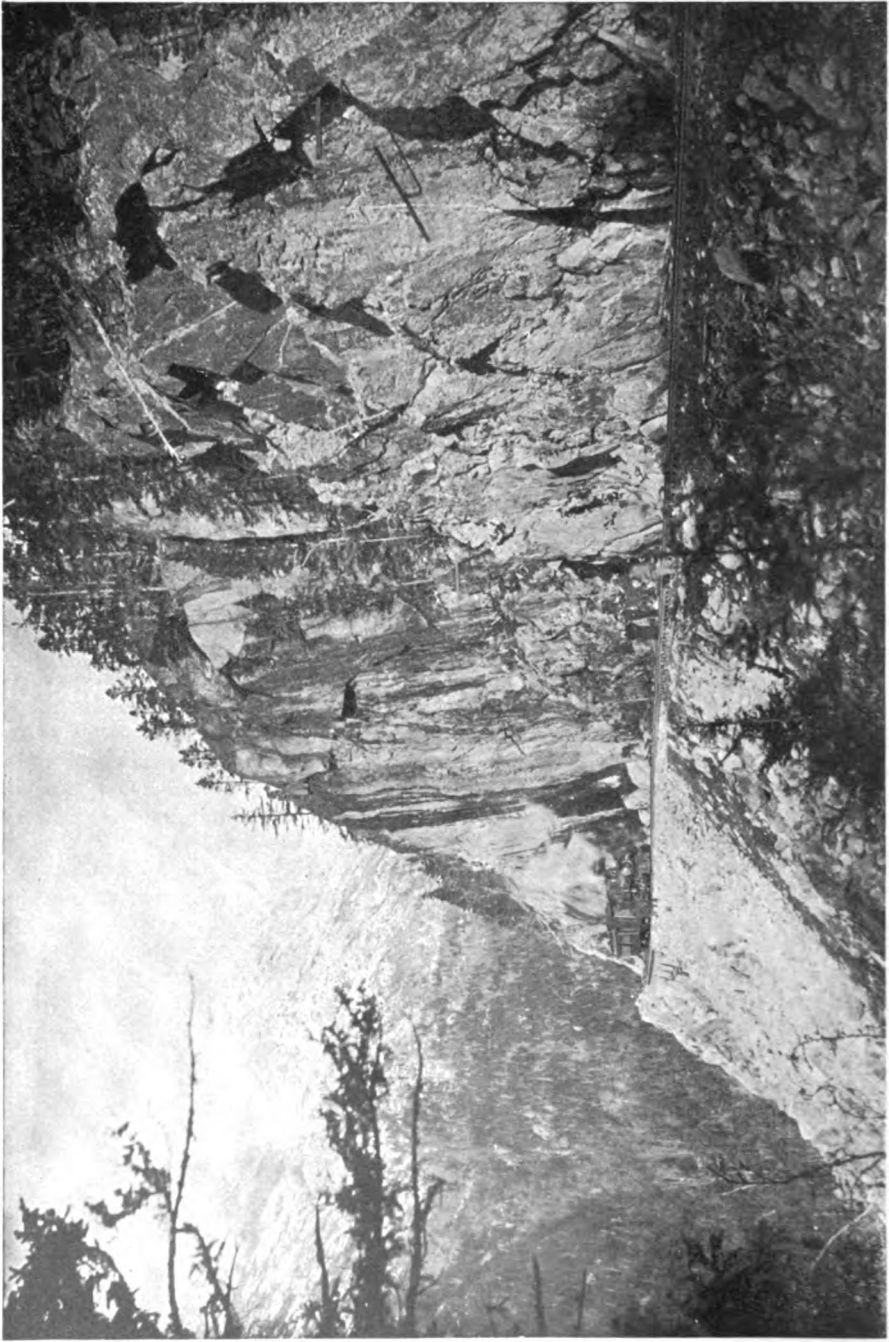
We think that each generation has lots of time to do what is right, and has no business to shift the burden of right-doing to any future generation. That is moral cowardice. Besides, right-doing is much easier than wrong-doing. Anybody can test the matter for himself. He shall derive more good from drinking pure, clear, fresh water than any alcoholic beverage. He shall feel brighter and more vigorous if he never smokes than if he does. He shall be happier if he has a kind word and a smile for every one he meets, than if he gets angry or is rough with them. Apply the same to all the ramifications of human conduct. Extend the same to all the general devices of the social compact, on the basis of giving to each human being a full chance for his happiness and manhood, and we shall not need any more struggle than that of making everybody happy by dealing with all on the plain principles of honesty and morality, which can be as easily grasped as the multiplication table.

Forever making mountains out of grains of sand. Forever telling men how difficult it is to do what is right. Constantly proclaiming the complexities of truth when error, and wrong, and falsehood alone are complex, intricate, and can bring nothing but trouble, despair, unhappiness, uncertainties, because all the forces and laws of

nature are against them, while they are all in favor of right and truth, ready to work in the realization of human joy as they do with the squirrels in the forest, the birds in the air, the fishes by river, lake and ocean, and would even be the case with the wild beasts in the jungle if men, in their fantastic rapacity, had left jungle enough, food enough, for them.

It has never been proved that in the order of God or nature man had the right to spread himself over all the earth before he had learned how to establish a healthy progress in regions similar to those where he was first placed by nature or God, that is, where life could be the easiest, and so where he had piles of time to study the processes of a peaceful nature, enveloped with its maximum beauty, and so where there need be no other struggle but the peaceful one of joy, the glorious struggle of the artist in love with his own efforts to accomplish something beautiful and glorious to behold, and regardless of that miserable ideal of wealth accumulation, and selfish vanities, and idiotic pleasures which shorten life and stop all power of correct thinking. But don't you see that we have not yet apprehended the meaning of the word progress but as a wretched, excitable life, packed with diabolical desires to prevent the mind to correctly reason out the most important processes? Don't you see how we yet glory in profound disagreements about every important element in human life? We have not yet agreed on our best diet. New theories are constantly advanced and adopted by some and rejected by others. And the healthiest people are generally those who don't pay any attention to any of the new, constantly changing theories, but are careful, and avoid all excesses, and live a simple life with as little struggle as possible beyond that of being gentle and good to all men, beyond doing their best for humanity at large through their own symmetrical mental growth, and so grasping all truth in fundamentals.

It looks as if we had overhauled at least some of the principal mental rubbish that men have seen fit to accumulate and live upon to-day yet. We don't see how any healthy progress can even commence until that rubbish has been carted off from the



ROCKY POINT.
(Courtesy of the White Pass & Yukon Route.)

chambers of the mind, from our brain cells. You can never erect a new building in a patch of land covered up by the ruins of an old building. The preliminary process is to clear up that lot. The moral order obeys to the same inexorable logic of the physical one. We must have correct thoughts before correct volitions establish a correct life, a correct progress, what we never had yet, what we seem to hate to-day with greater tenacity than centuries ago.

PRINCIPLES OF PRACTICAL REFORM.

Organization for ownership, collective and responsible, will be the slogan of the New Order of Labor that is to succeed the many labor orders of to-day, organized only for a little less unstable tenantry and a little more tolerable servitude.

Organization for labor ownership in the various trades and industries, mutually responsible to each other and the public for uniform operation according to agreed upon principles—this will be the objective of the new order. Nothing less will be accepted by it except as means to this one great aim.

We have seen that organized ownership is the power that dominates society, and, excepting force, it is the power that always has and always will dominate. Its materialistic hand controls, not only government and industry, but, whenever the status quo upon which it is based is threatened by either intellect or morals, these, too, feel the power of its omnipresent and omnipotent grasp.

We have seen that, necessarily and inevitably, this is so; for the ownership of that upon which physical life depends means the control of everything and all that depends on physical life.

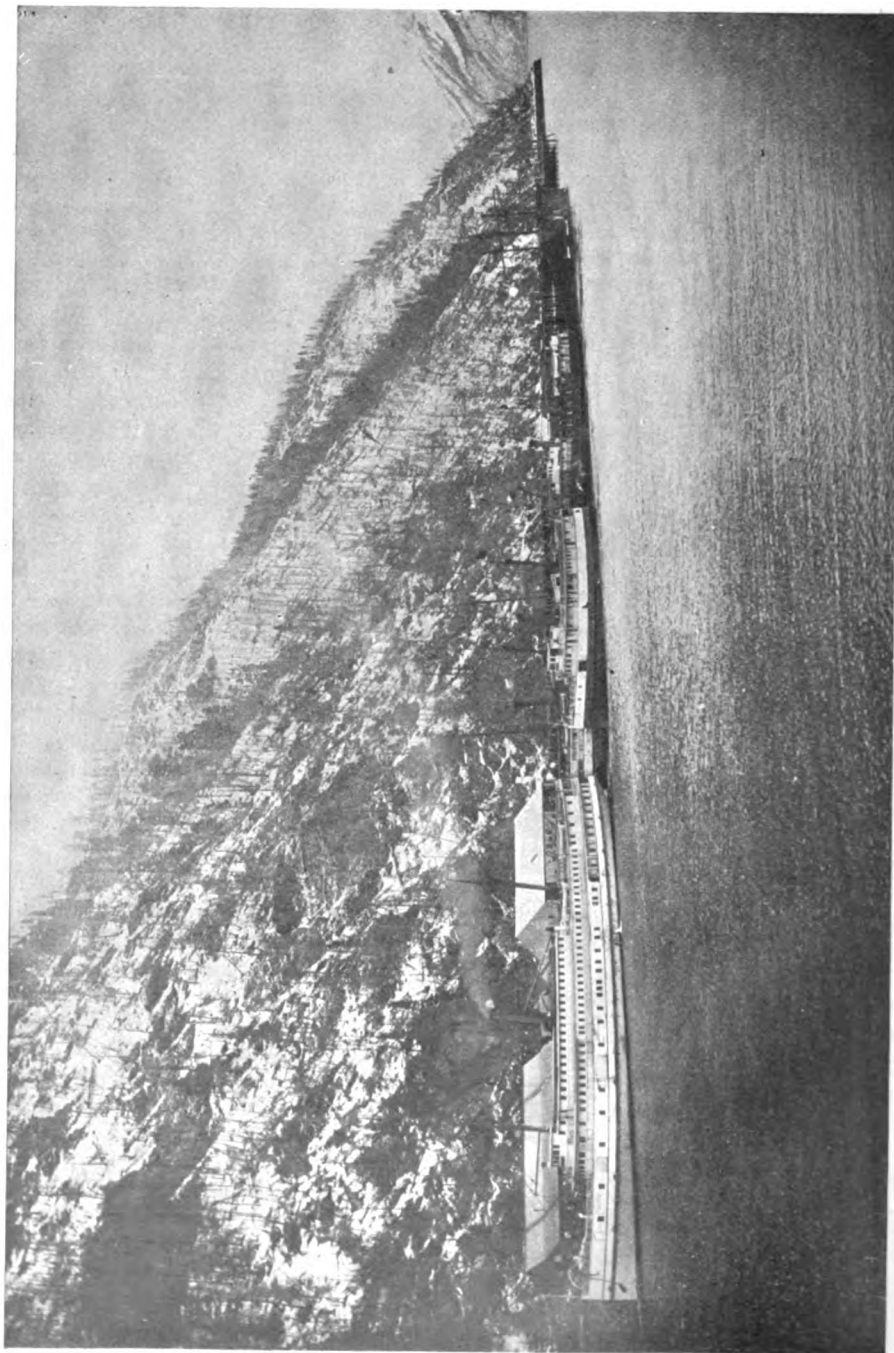
Effective power, then, to-day practically depends on the *ownership* of the producing means—land and machinery of industry. In the beginning this ownership depended on power, i. e., physical force, and we have already related how force, in order to make firmer the "ownership" of the "rights" ravished from others in violation of the primal law of social life, established government, and through it, such forms of

possession and succession as were best designed to perpetuate the results of the original violation. How the reign of conflict thence arose, and wage and chattel slavery and competition and the despotism of capital became engrafted into the customs and systems of society we know. And we know how in the course of time through the forms of succession referred to, principally those of trade and commerce, ownership was gradually extended to others than those for whom authority designed it, and these possessing the substance of power without its form, organized from time to time to secure it, and, having done so, proceeded to share with the "recognized" classes the "honors, immunities and privileges" belonging thereto, but with never any thought of readjusting ownership to a basis of fundamental justice.

Even in the domain of force, since government has become an established institution among men, there has never been a successful revolution not based on some claim of ownership, and no successful "popular" revolutions except those of "unrecognized" ownership organized for "recognition." Without fear of any successful challenge, I make this uncompromising statement—there has never been a popular uprising, permanently successful, effected by the *non-owning* classes.

These facts are reviewed here again for the purpose of emphasizing this truth—that ownership is to-day the only real power, and that organization, except for ownership, is futile and meaningless in so far as any permanent beneficial results are concerned. The conflict among men has always raged about the stronghold of ownership. There it always will be fought, and there it centers to-day. And no permanent civilization nor true and satisfactory social life can ever be attained except the conflict cease, and it will never cease until ownership is adjusted to a basis of exact justice to all.

Hitherto the struggle has been for ownership on the basis established by force through the violation of natural social law. And it has been, in effect, an individual struggle for individual ownership without regard to the just rights of others.



MOORE'S WHARF AT SEAGUAY, ALASKA.
(Courtesy of the White Pass & Yukon Route.)

As long as the tendency of the tide was steadily from the few to the many, there was some ground for hope that the evil essentially involved in the violated law would at last become in effect so "highly attenuated" as to be at least bearable; but since the tide of ownership has to ebb away from the many and flow strongly to the few, it is plain that the theory of attenuation can not prevail.

In a vague and somewhat instinctive way, the people seem to understand this, and to realize that the only hope of the future lies in a radical reorganization of industry on principles of ownership just to all. The efforts of the people to control monopolies and corporations, the tendency of political agitation towards industrial undertakings by the government, and the spread of the co-operative sentiment in private enterprise, are all evidences of this feeling and understanding.

Hitherto the wider attention has been given to the first two manifestations mentioned, namely, governmental interference. We have already given our reasons for believing that such methods must necessarily fail. Government is organized ownership, and to attempt to capture ownership through its own organ is like weaponless men attempting to capture an army by first capturing its arms. It must be admitted that one can imagine circumstances under which such a result could be effected, but certainly none that may be reasonably hoped for with reference to the fight for ownership.

The development of the co-operative sentiment is more to the purpose. In it is indicated the only method by which the tide of ownership may be turned towards the people, and the only method by which the masses of men may right the ancient wrong of force, end the suicidal conflict of competition and place themselves in harmony with the fundamental social law of material justice.

It is true that the small ownership of the country is still numerically strong enough to unite, and by force wrest ownership and with it government from the usurping few, if too many of the non-owners did not side with the latter. But even then, the victory

would be fruitless of any permanent good to the race, if the object should be as in the past, simply a change in the personnel of masterhood, a raising of the more numerous smaller ownership to a level of power with the larger, and leaving the whole still on the same unjust basis established of old by force. The result would be simply as the thrashing of old straw, Sisyphus would again have to bend to his never-ending task, and the real conflict would but begin anew.

And if the object of such an uprising of force, could, by any stretch of the imagination be supposed to be to reorganize ownership itself on a basis of social justice, there would necessarily have to be presupposed as a condition precedent to the entertainment of such an object by small-ownership, an extensive and personal experience in the successful organization and operation of industries on such a basis. In other words, there would have to have been already attained by the people themselves in their private capacity, a very large degree of success in co-operative enterprises before the conserving and intensifying power of government could be effectually brought to bear upon them. The inexorable laws of evolution require this. Government is the conservation, the crystallization of the results of human progress. It follows, not precedes. Its functions are to conserve, to intensify, to generalize, not to lead.

Industries may be so perfectly organized as to be finally brought one by one within the operation of this mighty organ of society; but this organization of industries must be done by their owners assentingly with that final consummation in view.

So again and again we are brought up against this inevitable conclusion, that the battle before "the people" is for industrial ownership, and that it must be an industrial battle, fought out to a finish strictly along industrial lines. As has been said, the methods to be used by both sides in this struggle will, in the main, be business methods, and the immediate and present object practical business results.

Organization will be the watchword, by both the people and the plutocrats. But the organization undertaken will be on a scale hitherto unattempted by even the lat-

ter. On the part of the people it will evolve a gigantic combination of business companies, each local in initiation, organization and management, but co-ordinated in distributive effects through the agency of a great central supervising connection, which will be invested also with the function of absorbing the general control and management of such industries as one by one may become so highly organized as logically and naturally to demand it. Commencing with the functions of exchange, banking, transportation, communication, etc., and so proceeding naturally as organization is perfected and requirements demand. This "great combination" of companies will be organized for the ownership of each industry by the labor employed in its operation, and hence the organization will naturally proceed along the lines of the trades. That is, finally each trade will so organize its industry that its operations will be managed from a central office, reducing production to a science, practically eliminating all waste in both effort and result. And yet oppression, one of the other, will be impossible, for all of these central trades offices will be joined together in a general association for the purpose of adjusting exchange to a basis of approximate cost.

This will be the final consummation of the present somewhat incoherent attempts at conscious and voluntary co-operative endeavor among the "people." From these isolated and systemless attempts will develop an industrial movement that will sweep plutocracy from the face of the earth with as much ease as a battleship would sweep a wooden cruiser from the face of the waters. The practical means of effecting and directing the development of such industrial organization itself will of course be based largely on the principles herein discussed.

As to-morrow slowly and imperceptibly grows out of to-day, so will the new industrial system grow out of the old. It will not spring forth in a day full statured and full panoplied, perfect and ideal. It will develop rapidly and spread and increase as no movement of the past has ever done, for the facilities for organization and the spread of information concerning new move-

ments are greater to-day than ever before; but notwithstanding the phenomenal speed with which transformations are now effected, the new industrial society that shall reorganize ownership, will be a development and not a fiat creation, and must necessarily therefore conform to the law of growth, here a little and there a little.

And, as in the past, the people organized their scattered physical forces and opposed them to organized irresponsible force and overcame it, so must they organize their scattered individual ownership (and industrial power which secures ownership), and oppose it to organized irresponsible ownership and overcome it; and, as in the physical conflict, it must be done with the view of (after victory won) making the whole resulting ownership responsible to the people.

These lessons learned from ages of political conflict, the people are already pondering in their application to the industrial problem. They are learning that it is not simply in the realm of government and politics that men can not be trusted with despotic power, but that the truth applies to the realm of industry as well. Nay, they are beginning to see that everywhere you find a man you find the principle, that human nature is yet so constructed that in its selfishness and greed, its lust for power and possession, that it is blundering folly to place one's self within reach of its claws. The edict is now being formulated in the hearts of the people, that the wild beast in man must be perpetually caged; that it must have no free field in which to hunt its prey, and that least of all may that field be the industrial field.

The lesson of their political history has not been lost upon them. They know that power must be made responsible, and that it can only be made so through organization motivated to that end; and they know how to organize.

Already do the people know that not conflict but combination is the order of the times; that not competition but co-operation, organized and controlled, is the law of industrial success; that not in divided but in united ownership lies their route to economic freedom. And they are to apply

their knowledge, to cease their warring with each other and to combine and to put an end forever to irresponsible conflict in ownership as in government.

Slowly but surely there has been razed out from the hearts of the battling millions the belief inherited from the isolated savage ancestor of pre-Adamite days, that each must needs fight the other or die. And slowly but surely there has been graven in its place the sentiments—"If my neighbor would not, neither would I;" and "would that we all might work together." But each, though quite sure of his own heart, is not quite sure of that of his neighbor, and so the mighty conflict rages even wilder than before. Here for the moment lies the immediate cause that prevents wide and rapid organization among the people. It lies in a misunderstanding, or rather lack of understanding each of the other, arising from the survival among us of the instincts and habits of thought of the isolated savage ancestor. The situation at present is that condition of trembling uncertainty which immediately precedes a full understanding for united action.

CLINTON BANCROFT.

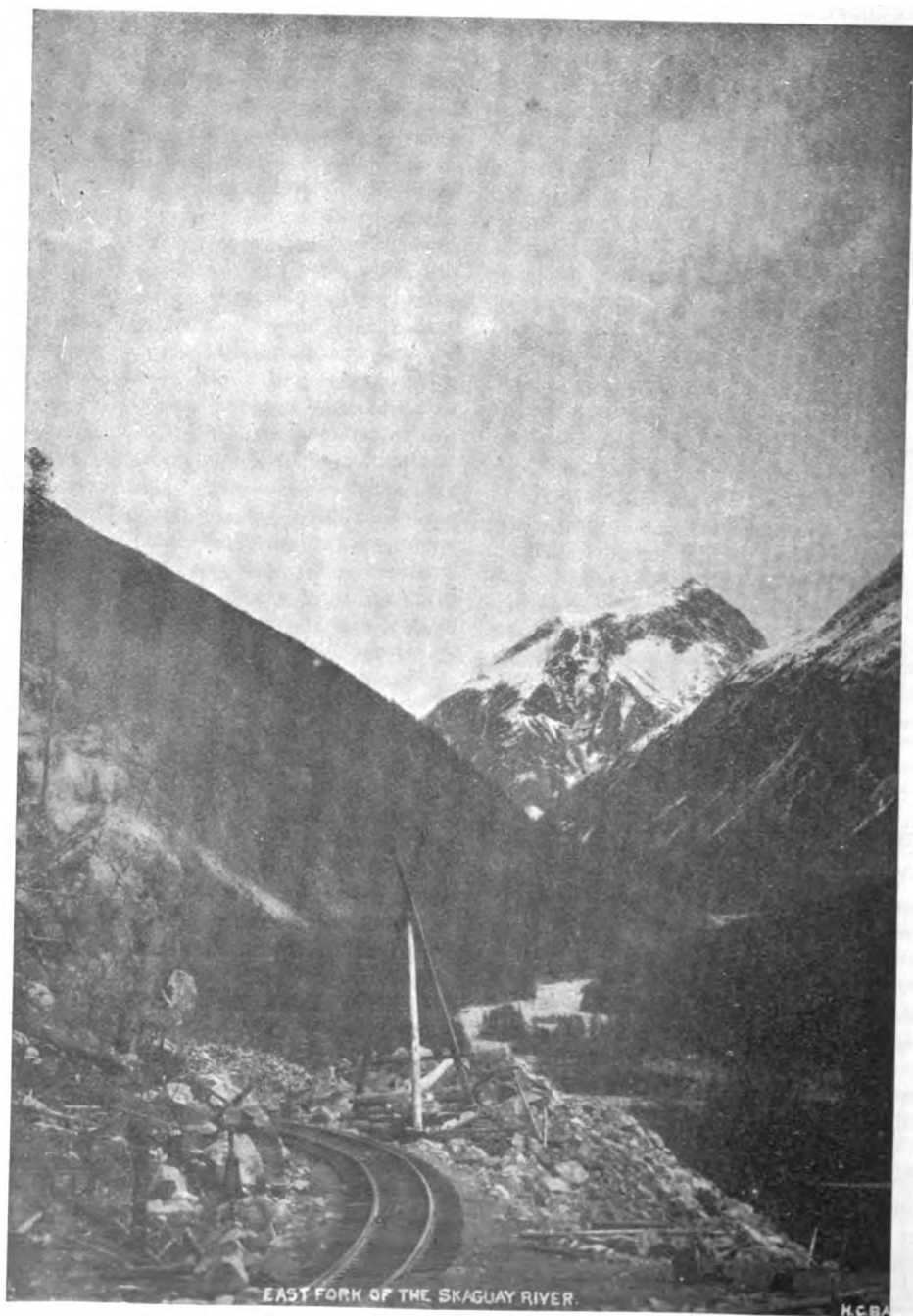
SOCIALISM NOT THE TRUE REMEDY.

Our good brother, H. L. Jackson, who has been instructing us in the theory of socialism, is certainly sincere, has given profound study to the subject, but has surely not given much attention to the economic laws of nature, and beyond the superficialism, of which more is known and understood about socialism than its economy, neither he nor the rest of our socialistic writers in these columns, say anything.

Very many people who talk socialism have never given any time to the study of history and the indications of the progress of events. They do not know what the human race is or has been. They do not know or understand an individual human being, and do not admit that it is the individual unit which makes the whole; so the individual is left out of the consideration, except that great things are going to be the result in his favor.

The world has always been full of dreamers, and one of the "green goods" men of this country has declared that there is a fool born every minute, and upon this undeniable proposition he has continued to work his game, and every day innocent people are falling into traps, and the more intelligent are working games on the ignorant, beside the unconscious advantage one takes of another because of their innate selfishness or their failure to know the right, exact, and proper thing to do. But our brother, in a former article, apparently rejects the fact that the character of the people has anything to do with the benefactions to be showered upon the race by socialism, and would certainly not need to be taken into account if they would passively stand by and be fed by a spoon, which they have never even been willing to do in the communities which our brother mentions in the October number, and which have been failures because of something which he cannot explain, but admits that it was the action of the individual, or that the cause lay in the general principle of human nature, or the character of the individual. Of course. Where do all successes and failures arise? Is it the system or the human being or beings who live under the system?

As an illustration of the acquiescence of the individual in the modes and ways of propriety that others would have him observe, allow us to mention an instance. As we are all aware, every city has a system of street cars, and certain restrictions have to be placed upon the public in order to keep them fit to ride in. One of these restrictions is that there shall be no spitting on the floor, but in spite of the request of the companies and the watchfulness of the conductor, this habit was not abolished until men were threatened with jail, and it is likely that it is only where this is done that the habit has ceased. We have seen men go into lodge rooms and into hotel parlors where the floor was beautifully carpeted and spit on the carpet with a spittoon within easy reach. Under a socialistic system, with all its expounded glories of beauty and ease, if such individuals cannot now respect themselves and their fellow man in so small a matter as not to spit on the car-



(Courtesy of the White Pass & Yukon Route.)

peted floor which they have the privilege to walk upon, how would they act under the easier methods and larger advantages of socialism? According to socialists, our present condition is a bedlam, and our plight a sorry one in comparison to the glorious paradise of socialism.

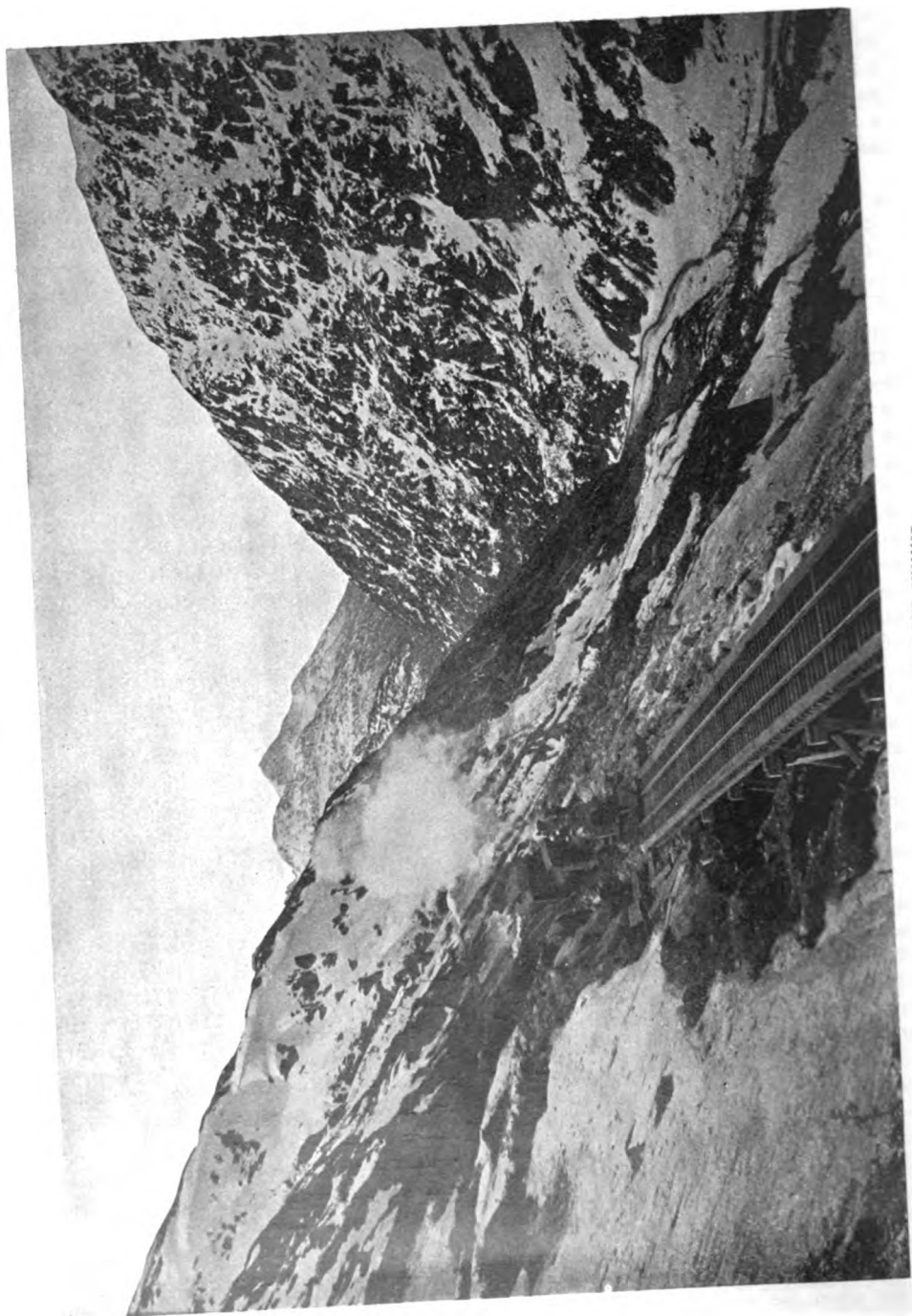
Our brother says he has never yet found a logical objection to socialism. To the ideal, no! Who could object to the abolition of poverty? Who could object to reasonable hours and better conditions in every way? The only logical objection which can be entered against the ideal is that it is but a dream, the conditions of which can never be realized without the people—the people who would be willing to live under masters who would give the direction to go hence and come hither. That is the very thing which is galling us to-day—the very thing which the people have ever tried to get away from, as well as to get away from their old selves and become new creatures, which can never be accomplished along the line of socialism, or along any other line but that of slow growth and development, with a continual endeavor to balance the economic powers which are ever at work, the paralyzing of which would be a detriment and a set-back to the advancement of civilization. If you would ask what these economic powers are, perhaps we will take up the matter in future numbers of *THE TELEGRAPHER*, and note the operations of industrial mysteries.

We have said above that there always have been dreamers. Up to within late years religion was the only reality for the salvation of the human race. It not only assured us of earthly joys, but of future bliss, and for centuries its doctrines were preached until at last the whole world was captured and church and state were one. Our brother has found no logical objections to socialism. We would like to ask if he ever found any logical objections to the doctrines of Jesus Christ, the principles upon which the church is founded, and upon which Christianity is preached. We would ask further that if such beneficent doctrines and such humane principles have ever obtained and did not obtain when the institution had everything in its power, how is it expected that socialism is going to obtain and work out to all the salubriousness which it proposes? So-

cialism is nothing more than commercial Christianity. It is the doctrines of Jesus Christ incarnated in industrialism and modernized into an industrial system. Have we not had this same thing throughout the ages from the gigantic form of the church and religion, down to the communities which have succeeded to a degree, and particularly so long as the right men were at the helm, the same as business firms, corporations, trusts and combinations succeed to-day or fail when conditions are not fulfilled. Who would not welcome socialism or any other system which would give us the highest ideals of life and of living? Who would not delight to have the whole human race move upon the plane of doing unto others as you would have others do unto you? To love one another? To forgive your enemies? To bless and curse not?

Christianity is preferable to socialism. Christianity appeals to the heart and makes character. Socialism appeals to cupidity and makes sensual slaves. Some take delight in dwelling upon poverty as the cause of vice and crime. To the degree that it is no one should deny, but there is as much vice and crime proportionately among those who are far removed from poverty; the only difference being that their opportunity to cover it is larger. It is character which makes an individual; character which makes any system successful; and character that makes the nation.

Socialism is not a panacea for one tithe of human ills, troubles or difficulties. You might as well tell us that prohibition of the manufacture and sale of intoxicants would cure every ill, or that the economy taught by Jesus Christ applies to the present industrial regime, as to tell us that the socialistic economy—state ownership of the means of production, tools—is the true remedy, would permit industrial progress, and a fairer productive distribution. We are getting enough "hand-outs" now; we have enough bosses under the present system, and the people are mean enough and selfish enough, how can it be conceived that a system which would give no more liberty than now, no more contentment, no more satisfaction, is going to make character, intelligence and brains?



AFTER LEAVING THE SUMMIT.
(Courtesy of the White Pass & Yukon Route.)

As a labor organization, what has the Order of Railroad Telegraphers to do with socialism? Nothing more than it has to do with Christianity, and that is to treat it courteously and with due respect, and if there is anything in it that we can use to the advantage and furtherance of the end and aims of our institution, it behooves us to take it up, and it also behooves us to beware of what is detrimental to our cause. A labor organization is not an experimental institution. We exist for the betterment of our condition here and now. As for the making of future governments or any government at all, it is not our constitutional prerogative. We have institutions of every phase and they do well to confine themselves to their limits and to their functions. As a labor organization we want to learn of and know the conditions which exist to-day and that affect us as wage earners, and we want to take steps as completely and as quickly as possible to apply a remedy. Organization, education, agitation, legislation, applied to the conditions we have here and now, is the work, sphere and limits of a labor organization with the end of getting all and everything that will benefit us here and now. Nobody is going to empty their purse to you. Neither are you going to wring from them what is rightfully and economically theirs, nor are you going to arbitrarily change the established systems, or change them at all without the required conditions, a law substantially proven by late occurrences in the O. R. T. itself.

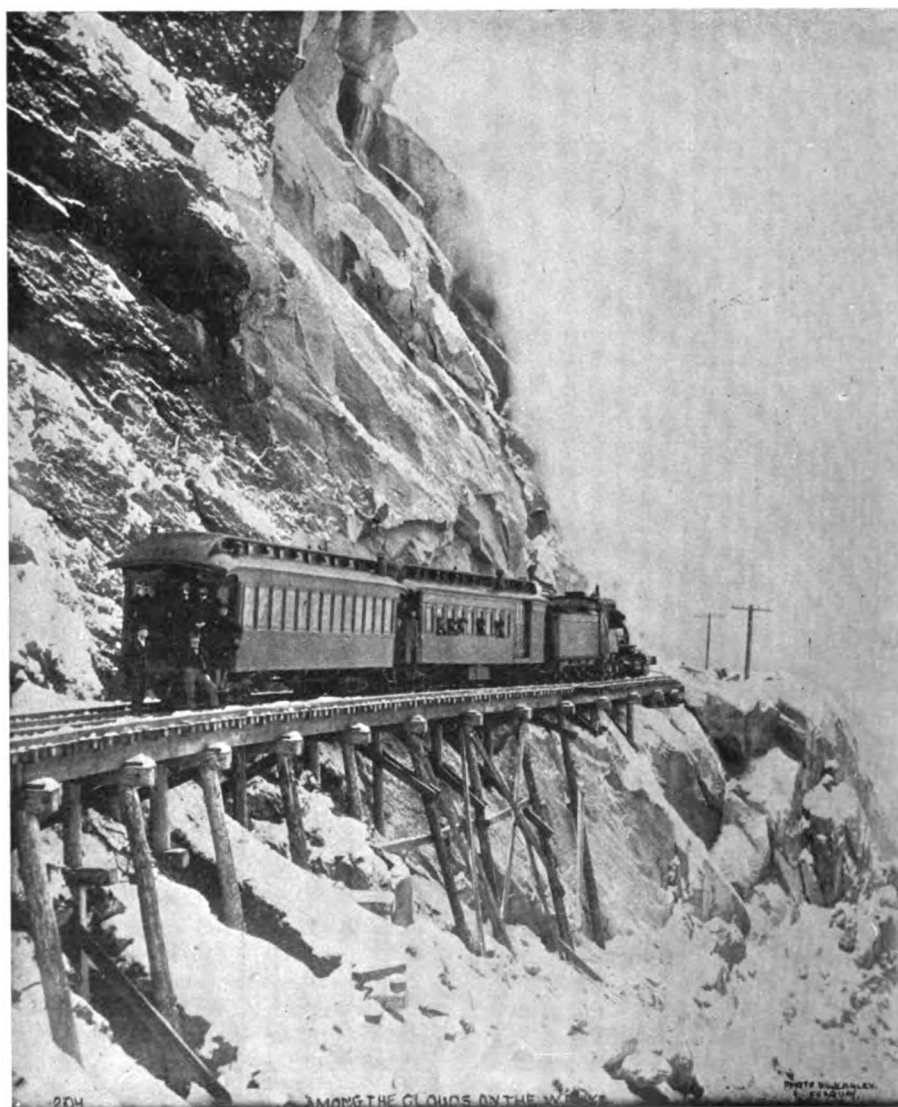
The corner stone of every institution of whatsoever kind, should be character building. To have men think and feel and act in accordance with the highest ideals of humanity, justice and truth, and tolerate nothing which savors of anything else. We do not advocate puritanism and the straight jacket hypocrisy which advertises to the world that butter would not melt in one's mouth, at the same time being afflicted with all the weaknesses of a human being; but we do believe in assuming a virtue, though you have it not, for in so doing you make it your own. If God made everything, He made it for a good purpose, and everything is good until we make it evil, and as intelligent beings it behooves us to enjoy all that there is in life and participate in all things to

a moderate degree, and that moderation is in accordance with the capacity of each individual. If a man can drink a barrel of whiskey without any physical detriment, or detriment to his family, or his friends and neighbors, that is his business, and no one has a right to complain. The same thing applies to all other consumable wealth, and in the economic process of the present industrial regime it is the function of labor organizations to assist the wage earner in securing this consumable wealth through the recognized business channels, and to combat the avariciousness and greed of those who would withhold from him a just proportion of his products, as well as to urge shorter hours and better conditions for the performance of the labor required or exacted, and when a labor organization does this it fulfills its mission, and it follows for other institutions to fulfill their mission in like manner, and according to their peculiar position in relation to humanity and the human race. Let us know the conditions which exist; let us know the laws—natural, economic, statute—under which we live and move, and let us know the remedies which will better, temporarily, our condition, or, more desirably, permanently improve our condition. Fill the pages of THE TELEGRAPHER with knowledge and wisdom and truth, so that when we are awake we can work. We can dream while we sleep.

S. W. HILLER.

FROM A. D. THURSTON.

To one who has watched the growth of the O. R. T. from its origin, and has seen its development from a nucleus of twenty-seven members to its present large membership, there can be no pessimistic feelings. The telegraphic fraternity are to be congratulated upon the fact that amid the changing vicissitudes of life there has been a steadfastness of purpose which could but result in the progression of the organization. Time after time has it overcome difficulties which surrounded its pathway, and steadily advanced in the work of caring for and protecting the interests of the membership. Although there have been those who were ever ready to predict its downfall should this or that event occur, time has always demon-



(Courtesy of the White Pass & Yukon Route.)

strated that these prophecies were false and the Order has marched on, and on, still fulfilling the mission for which it was organized. It is unquestionable in my mind that this will be the history of the future as well as of the past. Those who were present at the close of the special session witnessed the unanimity and harmony which prevailed at the close, and the enthusiasm which was manifested by the delegates cannot doubt as to the future of the O. R. T. This same spirit taken up by the membership will surely result in such an era of prosperity as has not been paralleled in the history of the Order. I look to see the largest increase of membership between now and the next session of the Grand Division occurring in the same period of time. Not only this, but I believe it will be found that the best interests of the membership will be conserved and their rights protected. All that is necessary to insure this result is that each individual member should do his duty and exert himself to give our Grand Officers the cordial and unqualified support which they are entitled to. There are vast interests at stake in our organization, and there should always be in our minds the telegrapher out on the line who must look to the Order for protection. His interests are our interests, and no stone should be left unturned to make the organization available to him in time of need. There is no question as to the competency of the Grand Officers, and with the hearty support of the membership, which I believe will be given them, there will be no question as to the prosperity of the Order. Let us all work to that end.

Yours in S. O. and D.,

A. D. THURSTON.

COLLIS P. HUNTINGTON.

"Every man has three characters;
One which is given him by his friends,
One by his enemies, and one which he
really is."

It is not an easy undertaking to write of the virtues of one against whom the public mind is so biased, with the hope of reversing that public mind in favor of the one condemned. We do not write this article

for the purpose of lauding Mr. Huntington's many virtues, of which the public in general knew but little, for we do not care what the public may have thought of that great man, or what they have said derogatory to his good name, for all such things were a matter of indifference to him. But it is with a deep sense of pleasure that we write this in defense of a great and good man, for we well know the falsity of the ungrateful things that have been said about him. The whole civilized world must admit, regardless of prejudice, that C. P. Huntington was a great man, and those who knew him best personally will all vie with each other in declaring willingly, and in all sincerity, that he was not only a great man, but a good man. The writer, having served the majority of his years of life in the employ of Mr. Huntington, is better able to dwell knowingly and favorably upon the nature and characteristics of this gentleman, than those who wrongfully speak ill of him without knowing the truth of what they say, or have said about him, and defiantly refutes the many calumnies heaped upon him by his would-be traducers. He was not the mean, avaricious, grasping and indifferent man as painted and held up before the mirror of public opinion by a villifying press, for it was the press alone that used every endeavor to poison public sentiment against him. It was they who labored so hard in trying to force the tide of public mind to flow against him and flood his pathway to success. It was only a certain portion of the public who leaned upon the truthfulness of what the press said of him, who were his enemies in speech. They knew they could not injure him in action on their part, and gave vent to their spleen in speech of a detrimental nature, not knowing why they did so, except "it must be true, for the newspapers say it is."

Why were the newspapers against him, and why did they so earnestly labor to make the public in general his enemies? Ah! That is the query we will leave to the impartial and incredulous part of the public to solve, and we do not think it will be an irksome task either. All efforts of his traducers were fruitless in tearing the old man down. They found him adamant and impenetrable against all weapons of their

kind of warfare upon him, and the great masterful mind moved on in silent contempt for these villifiers.

He calmly defeated his enemies on all sides, achieving his object in all his great undertakings regardless of those who sought his defeat. He was of tenacious mind, always up and doing, industriously pressing onward to success, making the very best use of his time and mind. Others of his day, at the beginning of his great work, had the same opportunities as he, and perhaps more of a fortune to begin with, but could not foresee the great benefits to be derived from a transcontinental railway, and while they gave up to the pleasures of the world, indulging their time and spending their money in frivolous follies of society, he was diligently engaged in the formulation of plans of a great gigantic work that would not only be of financial benefit to himself, but would benefit the public and the world. He accomplished this greatest of great works, and leaves it behind him as a colossal monument to his name.

Much has adversely been said by the press concerning Mr. Huntington venturing into politics. This he did to protect his business affairs, the same as any merchant or any other man in business, from a raging and destroying pest. He saw that it was actually necessary to build bulwarks to shield his finances and business undertakings from a horde of these political pests who were gathering around him like the tentacles of the blood-sucking devil fish of the sea around its defenseless prey. He had to fight them in self-defense on all sides. When these political leeches discovered that they could not batter down the political barriers set up against the march of their financial greed, and that Mr. Huntington could fight his own political battles without the assistance, or the generalship of the political bosses and their army of would-be intimidators—the press—it was then that the anti-Huntington element developed into its blooming fullness and the book of slander was searched and all the contumacious epithets therein were heaped upon him privately and publicly with the savage intention of sinking him so deep in the mire of public opinion that he might never be able to extricate him-

self therefrom without their assistance. But failure crowned their misdirected efforts. The memory of his name will be revered far more in the future than it was in the past. The creation of his great and beneficial works will be far more highly appreciated by future generations, who will realize the vast importance of the great work accomplished amidst the entanglements and trying circumstances through which his masterful mind led him, until he stood upon the pinnacle of fame and success.

History will view Collis P. Huntington in a new light. It will see more in him than one, who, starting out in life as a muscular boy of 14 years in a Connecticut town without a cent, realized a fortune of \$50,000,000. It will accord to him the tribute merited by his single-handed achievement in that direction—for it may well be said to have been single-handed inasmuch as he was the master mind of all his vast undertakings, no matter who were associated with him. But history will do more than give mere attention to his wealth. It will write him down as one who saw the supreme opportunity of his day and generation, and, grasping it, contributed a great transcontinental railroad system towards civilization and human progress. His contemporary critics were invariably unfair to Mr. Huntigton. They saw but one side of his character, his stern, inflexible business side, and they either could not, or would not, open their eyes to his value in the general social economy. It was quite natural, then, that they should miss no opportunity to charge him with oppressiveness and injustice towards his employes, whereas, on the contrary, it is a well established fact that no man ever served Mr. Huntington without being well paid for it. Doubtless it is well known in the railroad world that the employes of the Southern Pacific are better paid and better treated for a given amount of endeavor, than those of any other railroad system in the world. Instances, for purposes of comparison, might be produced, but it is not the intention of this brief tribute to cast aspersion upon other railroad systems. One instance of Mr. Huntington's treatment of his employes, which can have no possible reflection upon any other railroad company, may.

however, be cited to demonstrate his accustomed fairness and reasonableness. This was when the Order of Railroad Telegraphers formulated their schedule of wages. It was readily and willingly agreed to by Mr. Huntington without any argument or dissent on his part. This one feature alone costs the Southern Pacific Company \$40,000 annually on the Pacific system, and the raise in wages on the Atlantic system fully as much. Another instance of his willingness to please his employes was when the insurance plan for them gotten up by some busy, brainy man (and Mr. Huntington had not the time to give a fair perusal), was readily shelved by him as soon as he learned from the heads of the various organizations that such a scheme was distasteful to the employes in general. How many railroad presidents would have been so reasonable as this? How many men in his high position would have attended personally to such grave matters with so little fuss and so much directness? For all generous acts on his part, his critics gave him no credit. They never would look upon him or his actions through the lense of brotherly love. Jealousy of his wealth blinded their vision to such an extent that they could never see the tenderness of his nature, or the beautiful traits of his character, and in their foolish estimation he was cried down as being minus the essence of charitableness. It has been said of him that he was opposed to organized labor. We do not believe it; in fact, we believe he favored such organizations, and we have every reason for believing that he thought organization had a strong tendency to systematize business and improve the status of the men.

Mr. Huntington was not indifferent to the welfare of his great army of employes as has been said by unknowing gossipers. On the contrary, he was greatly interested in them, and paid them well. He sought the best talent he could get, believing that "the best is always the cheapest." We quote in part from his after-dinner speech at the annual banquet given by him to the heads of the various departments at the Palace Hotel, Saturday evening, April 18, 1891:

"Somehow on this and like occasions shadows dim the pleasures as I think of our responsibilities. No man is independent of

his fellows. The employee of the lowest rank, working upon the track is as necessary to keep the wheels in motion as is any gentleman at this table. The organization that controls the Southern Pacific is a woof into which are woven many colors; but the warp is without coloring, and is the same through the length and breadth of the fabric. In that warp is its strength. So each and every one should remember that our organization is so interwoven, one part with each and all the others, that all are essential. Some are much more important than others, hence the greater their responsibilities; for those holding lesser positions than the men I see here to-night, look up to you for an example, and will be largely controlled by you. If you manifest toward each other a good will and a cordial unity in your efforts to advance the interest of the vast properties you represent, so you will find those below you emulating your example and pulling together as a single man. If, on the other hand, your daily work is disturbed and its efficiency weakened by the dissensions that come from lack of fellowship and from secret jealousies, just to that extent will the *morale* of the entire force be affected, for the 'rank and file' is the mirror of the commander.

"A good man once said to a father: 'Be careful of the path you tread, for your little son is following you.' And let me say to you to-night, look not back, but be careful, for surely some one is following you. Let us not forget our responsibilities, nor fail to remember that the degree of happiness or sorrow, of sunshine or of shadow, that lightens or darkens the pathway of this great army depends largely upon the way they are treated. Let us treat them kindly. Let us sympathize with them. They will do their work better for it. They will be happier and they will pay us back in kind. Nearly all men will fill the niche you put them in. Place them high and they will make great efforts to maintain their position. Put them low—they will not disappoint you. When they do well praise them. When they make mistakes tell them in a kind way that it is human to err; that you know they will do better next time. Do this, and you will have better service, and what is better than that? You will bring more happiness into the lives



REIDS FALLS, ALASKA.

(Courtesy of the White Pass & Yukon Route.)

of an army of fellow workers." (Long applause.)

Mr. Huntington did not utter those words for flowery effect. They were sincerely spoken and came from his heart. He was not given to flattery, but was a plain, matter-of-fact man, always speaking to the point, meaning just what he said. He meant that those words of advice to his subordinate officers should be heeded and obeyed to the letter, for he knew how to treat men kindly, and wanted his men so treated. He appreciated the value of efficient labor and the true worth of a good man, perhaps more than any other transportation head in the country. But a word as to the important function filled by Mr. Huntington in our present state of society. It is true that at the time of his death in mid August at his summer home at Camp "Pine Knot," in the Adirondack mountains, his fortune was estimated at \$50,000,000. This, at an age nearing 79 years, and yet his start in life was nothing more than a saving of \$84 for one year's work as a boy clerk in a New England store. This vast fortune represented over ten thousand six hundred miles of railroad track, the largest system in the world under a single control. But the projection and carrying out of this mammoth enterprise explains this vast fortune. When young, Mr. Huntington, early in 1849, crossed the Panama Isthmus on his way to California to take advantage of the gold rush. He realized that the future would bring much more than mining to the Golden West. He saw in California a land that, speaking figuratively, could be made to flow with milk and honey. Here were possibilities of agriculture, horticulture, commerce, industry undreamed of anywhere else. Climate, geography, the topography of the country, an unparalleled harbor, and the fact that San Francisco would in time become the great port of commerce with the teeming Orient, appealed more and more strongly to his naturally studious and astute mind. Later on, when in partnership with Mr. Mark Hopkins, he was selling pick-axes, nails and other implements of hardware at his Sacramento store. He was one of the few intensely sober-minded men of the New El Dorado, an El Dorado that made most men drunken with sudden for-

tune. He was not intoxicated by the common sight of heaps of shining gold. To him gold was a mere means to an end, not the great desideratum of life. In this he stood out as one of the colossal souls of the times. He had a natural aptitude for geography, while his quick mind grasped the possibilities of the situation, and nature chose him to do a great work. This great work was the building of a transcontinental line of railroad to connect the Pacific Coast with the East—a railroad that was to build up a city of several hundred thousand population at the water's edge of this phenomenal harbor, and make San Francisco the principal port and chief entrepot of the entire Pacific Coast. Yea, more! The railroad was to establish and develop the remarkably rich California commonwealth with all its varied interests. It was then that he manifested that trait that eventually characterized him as possessing the envied element of invariable success. This trait was a correct estimate of the value and fitness of the man. Forming a partnership with Mark Hopkins, Leland Stanford and Charles Crocker, the "Big Four" came into conspicuous existence, and the great Central Pacific Railroad was projected and built in spite of the derision of a host of petty souls. Laughed at on all sides at first, the "Big Four" supplied California with its one great need—transportation, communication by steam and electricity with the rest of the world, and, of course, they became masters of the situation, and why should they not? The opportunity was as free to any other man, or any other set of men, as it was to Mr. Huntington and his associates. But other men did not possess the wisdom, the faith in the future, and the requisite spirit and breadth of character to take advantage of it and bring it to tangible fruition. In time the Southern Pacific, with its twenty-six systems combined into one, followed as a master stroke of consolidation. Who shall say that Mr. Huntington did not rightly earn every cent of his fifty millions of dollars by the incalculable benefit he contributed to society and progress?

It had long been a proverb that Mr. Huntington should be "remembered for the enemies he has made," but those idle gossips who still indulge this sentiment forget that



(Courtesy of the White Pass & Yukon Route.)

the industry, thrift and enterprise of the community?

Let us see how more money will benefit land owners. The penniless man, in order to secure some of the increase in the exchange medium, must work for it, and perform labor for some person who has money. What is the first thing that must be done by a person who is going to employ labor? If he is a farmer he must either buy or rent a farm; if a manufacturer he must procure a site; if a storekeeper he must secure a location for his store. All these require land. This is the first effect of an increase in the medium of exchange. The next is an increased demand for land, which increases its value, and increased value means more money for the land owner, and he renders no service or equivalent for the wealth he appropriates in the form of ground rent. The government issues money at one point; the land owner gathers it in at another. If issuing money by the government was abolished and a system of mutual or any other kind of banking established by and for the people, the result would be the same, for as long as land is monopolized an inequitable distribution of wealth must be the result, and the labor problem remain unsolved.

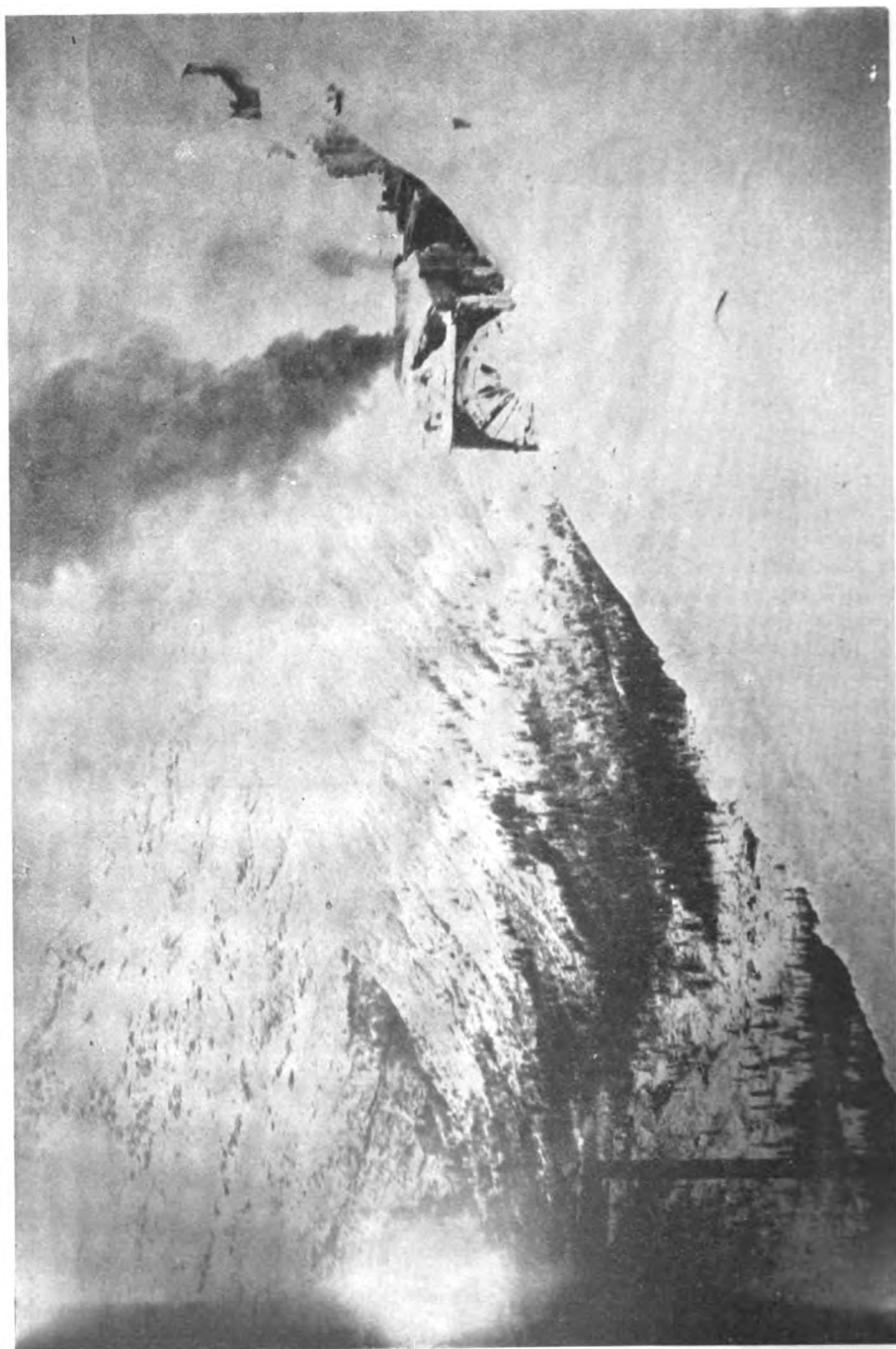
Land is the source of our living, and the source of all wealth. Then the land question should be settled first, for it is the foundation on which we must depend for the security and permanence of all other reforms, and it can be settled right by the adoption of the single tax, which means the abolition of all taxes that are now levied and collecting, instead by taxation the annual rent of land, irrespective of improvements. Once adopt this natural, just and scientific system of taxation, and the worst possible money system could not deprive the poorest worker of a decent living, but without the single tax the best possible money system would only accentuate the evils of land monopoly—land speculation, the private appropriation of ground rent and the withholding from use of natural opportunities for the employment of labor.

W. L. CROSMAN.

Boston, Mass.

EXPRESS COMMISSION.

I am glad Cert. No. 2452 wrote the article in August number. It is just such men who need to know what conditions exist in other places throughout our land. He is satisfied, as any fair-minded man would be, with his express commissions. But what would be his feelings, were his earnings suddenly reduced to \$5 per month? He would feel as thousands of others feel to-day. We give him credit for thinking he would not willingly subject thousands of his fellows to the harsh usage of other express companies for what he might gain, even though a movement toward righting our wrongs might menace his commissions. His commissions are very large, and it will be difficult for many to believe the statement, although I do not wish to insinuate that it is not true. I take it from what has been written for THE TELEGRAPHER on the subject, that it is not the purpose of any one to reduce any agent's revenues. It is not necessary to do this in order to obviate the injustice to which so many express agents are now subjected to. To have incorporated in agreements with railroads the right to refuse to handle express, would be no injustice to a company who had a wish to treat its agents with fairness, for if their agents were so treated, any one outside of a railroad office would accept the express agency at any time. But where will you find a man in a small town who is not compelled to handle their business who will do so. The next step would be to adjust the commissions. To show Cert. No. 2452 some of the conditions which exist in other parts of the world, I will relate an experience of a friend of mine who is an agent-operator for the railroad, as well as express agent; and who is receiving a niggardly compensation from the express company: In a reply to a fault-finding letter from express company, he intimated he would be pleased if they would take the express out of his office. In a few days he received a letter from his railroad superintendent informing him if he did not wish to serve the express company his resignation would be acceptable to the railroad company. Now, brothers, don't think that because your lines may be working easy that there is no trouble elsewhere in this wide world, and therefore withhold your



ROTARY SNOW FLOW AT WORK IN JANUARY.
(Courtesy of the White Pass & Yukon Route.)

little endeavor to help right the wrongs and make others' condition pleasanter.

CERT. 569.

FROM A PERIPATETIC BLOCKITE.

I have not written anything for THE TELEGRAPHER for years, but now that I have again my cognomen enrolled upon the list of seekers for rights, I feel that I should like to make myself felt, though in a humble way, in the columns of THE TELEGRAPHER. Ah, me. What a difference a few short years do make in a man's life. How he looks back, sometimes with deepest regrets and sometimes with the sweet and pleasant thought that he had done the best he could, and acted in a manner that a man should. Being born to roam, after thinking that I had learned telegraphy, I have roamed. Notwithstanding the desire I have for domesticity, because I could not resist the unseen power that ever beckoned me on, to where or what I rarely stopped or cared to consider. But like the "Wandering Jew" obeyed the commands of the irresistible power and moved on. I have tried to be contented and satisfied with some of the many different positions I have held in my seventeen years of telegraphing, and superintendents, chief dispatchers and others in authority have tried to hold me, informing me it was their desire and intention to make a "callous-hearted and sagacious train dispatcher" out of me, if I would remain. But I would have none of it, and though there were promises fair beyond compare, I drifted on, like the down from the thistle, carried with the winds, lodging here and there on an obstruction, so I have worked here, there and everywhere almost, that the Morse system was used. Gathering very little moss, as the proverb says, of the peregrinating granite formation. Unless you can call a two to five days' growth of hirsute appendage, I would have accumulated, moss. Did you ever stop to think that operators are destroyers of space, not only in their work, but they themselves are space annihilators. How oft, oh how oft, have you and I heard one bold knight of the brass pounders association, say to another of his ilk, "Say, Frank, I am tired of this burg, it's on the bum, they have all froze

up, their ammonia pipes are working overtime. Let's go to Chicago." Frank has probably come to the same conclusion by demonstrations very forcible, that Billy is right, and says, "All right" without a moment's hesitation. This conversation would probably be heard in New York or San Francisco. A hustle for "car fare or ferry fare" would ensue, and easily found, as a rule. An operator who is working will gladly present you with car fare to leave town on, when he would not give you a sou otherwise; he is probably pleased to see you leave and give the newer arrivals your beat. As the evening shades begin to gather, this pair would begin to take their departure, with the well-wishes of the "blockies," for a safe arrival somewhere. They, laughing and joking, as if their intended trip across the continent, 2,000 miles or more, was a pleasure jaunt, and was to be taken in the "varnished cars," and when your eyes begin to get heavy you could retire to your berth which costs you \$2. Not so with this pair. Not a sou in their possession, except the car fare, in all probability hungry, they undertake this trip, to make their way by divers means to Chicago, without any visible means. Though the visions of inhospitable operators, mean, though not intentionally so, conductors and "shackies," cold, miserable rides in "side-door Pullmans," on "head-ends," in "Gondolas," and "decking" her, or maybe occasionally a kind-hearted conductor of some freight, allowing you a heavenly ride in the "little red caboose behind the train." It seemed like a foretaste of heaven to you, when you could (after the crew has climbed up in the darkened cupola) stealthy remove your shoes from your tired and aching Trilbys, and coats, roll them up and make a pillow of them. You do not know whether you are transgressing or not, but you have been so used to staking everything on uncertainties, you "go" this one. In a few moments you are "dead to the world," the material world at least. Not until you are roughly, though not unkindly shaken by the "Captain," as he nears the division point, do you move. You stretch yourself, rub your eyes, put on your shoes and coat. Thinking of your "buddie," you turn and find him fast asleep, you awaken him in a hurry; he does not appre-

ciate your kindness, but murmurs, "Go away from me, Frank, what's the matter with you; leave me alone." You finally inculcate in his tired and sleepy brain the idea that he can ride no further, that this is division point you are approaching. He arises and proceeds to express himself, not clear, but in a forcible and not polite manner, that he is not pleased to be thrust out in the cold world in the early morning. Not being raised a pet, you grab him and step out on the platform and off into the yards, and once more find yourself, as it were, "Out of the frying pan into the fire." But, 'tis said, all things have an end, and this pair, with perseverance worthy of a better cause, have surmounted all the manifold difficulties a trip of this kind entails, and on a cool and frosty morning arrive in one of the suburbs of the "Windy City," and for the want of car fare, they manfully trudge ten miles down town to the office. And as the many operators are hurrying to their work, they are greeted with the sight of the shivering but grinning pair "on the block" with "Hello, Dick," "Hello, Tom, when did you get in?" "How they coming, here's a quarter, all I got," "Here's a pie card," "I'll be off at 5, be around." Little things seemingly to some people, but everything to the new arrivals, and make all their recent hardships and privations seem like bad dreams of long ago. They go to work without much trouble. A few months, or which is more probable, a few weeks, the "wrinkles" are all out of their abdomen, they have forgotten the hardships experienced on the last trip, and are ready for another. This is repeated indefinitely until you are heart sick and tired of life. You find yourself in a rut as deep as the Grand Canyon, and feel that you are in the very bottom of it, and looking upward see the clear blue sky and think how different is its clearness to your past life and present, and you long to be in touch with it, you utter a prayer, Oh, Lord, do make me contented and satisfied with my next position. I have verily been a fool, this life is empty, do give me something that is real and that which will bring peace to my troubled spirit. You are tired, and disgusted, asking favors of a thin-haired, scattered brain "Os, or" who sits in the

office with a smirk on his face that would drive you to drink, if you had the price. And you wonder that you would put yourself in a position to be refused a simple favor of "squaring you out of town," by a so-called operator, an operator whose work would make you think of your messenger boy days. There is hope only in one direction for the likes of us, and the realization of that hope is more than worthy, and will amply pay one for seeking it. To fall in love with a good, pure woman, a woman who reminds you of your mother, and have her reciprocate your love, although you are not worthy of it, but desire to be. This is the *only* cure. I have been a patient, and have effected a permanent cure, I humbly pray. More anon.

Yours in S. O. and D.,

CERT. 4606.

REMINISCENT.

Though the St. Louis special session was my first Grand Division experience, and though pooh-poohed by some of the less hopeful Brothers, I was inspired by the idea, if not belief, that the session would be an eminently successful one, and I believe it was the consensus of opinion, that in point of education, wisdom, intelligence and enthusiasm, the personnel was of a higher standard of excellence taken as a body than that of any previous Grand Division assembly. This fact is remarkably evident when the means that were adopted to thwart the untrammelled choice of representatives of not a few of the subordinate divisions is considered. It was a reform body—the revelations made in the call, and the "eye-opening" effect of other proceedings that to the most conservative were unprecedented and unlawful, combined to bring in convention men imbued with a determination to at once, and for all, purge the Order of unworthy servants, and the constitution and laws of arbitrary and narrowly conceived provisions. It was inspiring to see with what unanimity the body acted on practically all of the issues, and only the confirmed pessimist can see anything less than the beginning of a new and prosperous era for the O. R. T.

It is reasonably safe to predict that the next twelvemonth will develop an impetus that shall carry the Order forward to a position nothing short of being marvelous. With the Grand Division assemblies made up of such stuff as characterized the St. Louis convention—and it is logical to presume that that will be improved on—patriotic and loyal members everywhere will be encouraged to put forth greater efforts than ever before to build up and weld together a splendid organization, such as can be constructed by a class of such exceptionally intelligent wage-earners as telegraphers admittedly are.

That great problem, the isolated condition of the operator in the sense that it is difficult, owing to his industrial environments to get "him" together in order to preach, the gospel of organization collectively, or to get him to attend the meetings after he becomes a member of the Order, seems to have been solved in some sections, and it urged upon all those Brothers actively interested in missionary work—other than organizers—to profit by the example. The crying need of our Order is the lack of enthusiasm, of a constant and deep desire on the part of the individual member to voice the cause of his craft as embodied in the organization idea, and its practical worth to the telegrapher. Though we may not care to argue the matter with the non O. R. T. man, faithful attendance to meetings would have a wonderfully argumentative effect on him.

The great coal miners strike which has just added an illustrious page to the history of organization, is a magnificent exemplification of the power, and glory, if you please, of unionism. The enemies of the organization theory are utterly silenced when asked to explain by what supernatural power or agency, this heterogenous multitude of toilers, speaking numerous foreign

tongues, possessed of a varied array of passions, prejudices, ideas, traditions and social customs, widely at variance with the institutions of their adopted country, should win so signal a victory.

Our profound publicists and economists might indite volumes on the subject, but it may be summed up in the vernacular—they *stuck*. They stood by their guns, kept the union banner aloft, and were marshalled by a leader who *stood by his men*. No social, political or selfish ambitions dim his sincerely prophetic vision, as he looks into the future, and sees the establishment of a regime which means higher ideals, and loftier desires, equity and education for the lowly coal digger and his offspring. This is his ambition, *and not to court royalty*.

The erstwhile union leaders, had they flung away ill-weaved ambition, and recognized the fact that they were servants and not dictators, instead of being cast out in dishonor, had enviable opportunity to achieve lasting fame. Mitchell will be remembered long after the coal "barons" whom he vanquished are forgotten.

Brothers, let us take fresh hope and a fresh hold, and when, a year hence, we journey toward the setting sun, yea, beyond the snow-capped Sierras, even unto where the majestic Pacific says "Thus far shalt thou go and no farther," as we bask in the smiles and enjoy the hospitality of those "fair women and brave men" of the far-famed sunny slopes, and revel among the lavish charms of sea, sky, air, land and bloom of that favored clime, may we be enabled to enhance these delights by telling those stalwart Brothers of the West, that the turbulent Atlantic sends greetings to the placid Pacific, and that in the States contiguous to her ceaseless roll, the O. R. T. infant has reached complete manhood.

G. A. R.



FRATERNAL

Of Interest to Commercial Telegraphers.

I take great pleasure in addressing the commercial telegraphers through THE RAILROAD TELEGRAPHER, in order to call their attention to the fact that the Grand Division of the Order of Railroad Telegraphers at a recent special session, conferred upon me the title of Vice-President of the Brotherhood of Commercial Telegraphers, so that organization might have a representative official in the field, whose duty would be to devote his entire time to the interests of the Brotherhood, working, however, under the supervision of the President of the Order of Railroad Telegraphers.

The O. R. T., no doubt, has been guided in its selection of myself for this important position owing to my experience as a telegrapher in the service of railroad and commercial lines, as well as The Associated Press, covering a period of thirty years. Having been connected with other movements looking forward to the establishment of an organization of commercial telegraphers, and, also, prominently identified for several years as a member, and as an official of the Order of Railroad Telegraphers, it seems unnecessary to introduce myself further to the fraternity, other than to say, I have again decided to use my endeavors for the promotion of the best interests of my craft, and earnestly hope that my old friends, and all who appreciate the "need of the times," will place themselves in correspondence with me at an early date. All such correspondence will be considered *strictly confidential* between myself and the writer, the idea being to work for the good of the many, without inviting the enmity of those who may hold different opinions regarding matters which tend toward the uplifting of our craft from the deplorable condition into which circumstances have forced it. Past experiences should guide us in this work; therefore, progress must necessarily be slow; but since the O. R. T. so generously extended the "helping hand," the progress made by the Brotherhood of Commercial Telegraphers has been even more rapid than was anticipated. Having, personally, investigated the affairs of the Brotherhood as exhibited by the records jealously guarded within the general offices of our sister organization, I feel confident that the success of the plan is assured. For years our own efforts toward organization have proved futile, owing to sundry and divers reasons too well known to us all. The

Order of Railroad Telegraphers, however, having established itself upon a solid foundation, resolved to lend its own experiences and financial assistance, if necessary, to aid the commercial telegraphers to enjoy the full privileges extended to every craft in the country, but, heretofore, denied to them—the privilege of maintaining an organization for the protection of its labor.

Under the present method of organization, no member need reveal his membership to anyone, and there being no lodges, our old-time brother (?) who prostituted his manhood by violation of his obligation, cannot secure financial or other consideration from our employers at the expense of his associates in the lodge room. And, in this connection, I desire to state, memory recalls the names of several so-called brothers whose manhood was of so low degree that *secrecy* is now absolutely necessary so that we may progress without fear of a traitor. Our present purpose is "building up" a membership that will prove its stability by its willingness to contribute in dues the trifling sum of \$4 per year, and patiently await the coming of the day when the Order of Railroad Telegraphers will feel justified in declaring, in a manner already devised, that the Brotherhood of Commercial Telegraphers has reached the age of maturity which entitles it to the inestimable privileges of discarding the veil of *secrecy*, and claiming recognition as a sister organization. And when those glad tidings reach you, you will find the O. R. T. and the B. C. T. so closely affiliated that the labor of *all telegraphers* will be amply protected. I earnestly hope that all commercial telegraphers will give this movement earnest consideration and financial support by joining *now*, and contributing their mite of \$4 per year to assist in carrying on the work of "building up" an organization representative of their craft—a craft, by the way, which occupies an unique position in the world of labor, for it is the only class of skilled labor which remains unorganized, owing to its fear of employer.

My long association with commercial telegraphers leads me to believe that now the Way has been pointed out, they have too much intelligence to continue plodding along the by-ways shadowed with gloomy recollections of the Past, but will strike out into the broader highway blazed through the Forest of Difficulties by determined men who have assisted in causing the hand of oppression to be lifted from the neck of the railroad telegrapher.

Let us, as commercial telegraphers, show our railroad Brothers that we appreciate the value of the influence and experience of the O. R. T., an organization of telegraphers which has fought its way toward success, inch by inch, for over fourteen years. Let us in our time of tribulation take this sister organization by the hand, and be guided by its hard-earned wisdom. It is a duty we owe the O. R. T., as well as ourselves, for with the abundant proofs about us of the value of organized effort and co-operation for the promotion of mutual interests, which are assailed by selfishness of invested capital, we should no longer be content to remain a "distinct curiosity" in the world of labor, a vast body of skilled labor bowed in fear, silently accepting a decreased recompensation for labor which steadily increases with each year. That is the way the other workers view the situation. Let us arouse ourselves from the apathetic condition into which we have fallen, and place the Brotherhood of Commercial Telegraphers up high in the ranks of organized labor where our craft should rightly stand.

For the present I have established myself at No. 69 Ogden Avenue, Chicago, Ill. Applications mailed on request. Correspondence solicited.

Yours fraternally,

J. R. T. AUSTON,
Vice-President, B. C. T.

Pittsburg, Div. No. 52.

At our last meeting in October, we found a fair attendance in the division room, and shortly after the specified time, business was under way, and the prospects were bright for an interesting meeting, and we were not disappointed. Bro. Ullery acted as past president for the evening, and all the other officers were at their respective stations. After the usual opening ceremonies and roll call, we disposed of business under the different heads, and soon reached the stage where the goat would have an opportunity of a frolic, and as there was a passenger awaiting his arrival in order to obtain admittance to the sacred portals, Ole Bill brought the new member to the terminal via Air Line, and in a short time all was serene again. There is a sentiment, however, that a new goat is needed, and presume all the team will be pleased when the new lot is presented as a substitute. After this ceremony, several petitions were read, as usual, and a little more new blood was infused into old s3s veins. Next in order was the reading of communications of interest to the members, and the presentation of bills, including those of the representatives to the special session of the Grand Division. Several of our officers who were absent at our last meeting were called upon, and upon making a statement as to the cause of their absence, were disposed of in accordance with our by-laws.

Several other matters of importance were then taken up and acted upon, and sick benefits to the amount of \$18 were ordered paid. Under the Good of the Order, our representatives made a report of

the proceedings of the special session, and explained everything in connection with the same, as well as their position in each action taken by the Grand Division, which met the approval of the division. During the entire evening, things were looked into without fear and favor, and as a result time did not hang very heavy on our hands, and it was almost midnight before the boys knew where they were.

I would like to see the members on the different lines form themselves into committees to bring themselves and all O. R. Ts. in their neighborhood into meeting, and fill every chair in our spacious hall, and especially the boys on the P. R. R., and our members of the gentle sex, of whom we have a large number, but we seldom find them in the division room. With our membership, we should have over 200 at each meeting, instead of it ranging within one-fourth of this number.

Trusting to see a large number of new faces at our next meeting, I remain,

Yours in S. O. & D.,

KONEY.

IN MEMORIAM.

WHEREAS, God in his infinite wisdom has removed from our midst, Bro. R. L. Robinson, who died of typhoid fever, at West Penn Hospital, Pittsburg, Pa., September 19th, and—

WHEREAS, Although Bro. Robinson was but a new member in our ranks, yet during his short stay with us, he proved himself a worthy member of our Order, and this division; therefore, be it—

Resolved, That Division No. 52 extends to the family of Bro. Robinson our sympathy in the hour of their bereavement; and be it further—

Resolved, That a copy of these resolutions be sent to the family of the deceased Brother, to our official journal for publication, and that the same be spread on our minutes.

J. W. BARBER, *Chairman*.
C. F. GROVE.
S. J. KONENKAMP.

Pittsburg Div., P. R. R.—

POOR LITTLE CLYDE.

Little Clyde Rorner sat in a corner ("GH"),

Trying to take "GD" reports,
He stuck in his pen, then tried it again,
But oh! He looked all out of sorts.

Never mind says Clyde, until I have tried,

I assure you my trouble is real,
It's been many a day since I labored this way,
But others before me have tried like the "Diehl."

The next morning Master Horner was in the same corner,

But the reports again seemed all contrary,
Until poor little Clyde, he almost cried,
When assistance was rendered by "Maggie Carey."

And now Clyde, poor boy, is overflowing with joy.
The reports he no longer bewails o'er;
He sings, "A friend in need is a friend, indeed,"
But the true friend he found when he met Miss Taylor.

Chas. P. Glenn has been transferred from Main line to "JG" on the South West branch, with headquarters at Everson.

F. H. Rude, extra operator at Ninevah, and Miss Nunemaker, also of Ninevah, surprised their many friends, October 10th, by quietly visiting New Florence, where they were married. The O. R. T. members on the Pgh. Div. extend congratulations.

We are sorry to hear that our friend, F. W. Roth, second trick man at "NF," is on the sick list. Breaking Danny's pony must have been too much for him.

We 13 Miss Murdoch, regular opr. at "VI," is in the hospital, suffering from typhoid fever. Hope to see you out soon, E. M.

After hard work and "red tape," the dispatcher's office at "FK," on the "SO" branch, has been made eight hours. H. A. Detrich, an extra man from "OD" is doing the "owl act" on their trick. We wish you success, "HX," and hope you will not wake up in a dream and say, "Wake up, boys, and report your trains. (They use the telephone on this branch.)

M. Sumpman, opr. at "WG," was off two days, moving his family to Manor. "UM" says there's no place like home. Mr. Witt, from "KR," did the relieving act.

Mr. Williams, last trick man at "DR," was in "OD," October 2d, viewing the new carpet. Davy says the girls at Derry are just as lovely as ever.

R. H., at "UJ," why is it we do not hear from you in regard to what "NC" promised to bring you from the Old Country? Please report.

O. Seaman returned to duty, October 18th, after being off sick for a week, and he does not bother the eastern slope for ice water since McCloskey came on the hill. How about it, "FX?"

R. H. Costello has been moved from third to second trick at "SN."

G. W. Rude was in calling on the "boss" last week, the first time in a dozen years. "RU," that is a record to be proud of, but are you not afraid you will be forgotten?

Mr. Dysart, operator at Ninevah, is getting quite a reputation as a hunter. Some of the boys are mean enough to say that while walking along the streets he looked for "dear."

Say now, boys, what do you think? Miss Taylor reports having a fine time in Ireland, and she had a ride on a dawnkey, too. "NC," you should take a ride on our billy goat.

J. J. Lynch is holding the third trick down at "SN."

H. C. Roberts, who has been spending several weeks in Huntington County, returned and will be found at the work bench in "OD." H. C. makes a boss brass pounder.

Miss Hattie Hawk has the honor of being the first lady opr. to work in an electric pneumatic

interlocking tower on the Pgh. Div. For several years Miss Hawk has worked first trick at Irwin, but will hereafter be found on first trick at "SZ."

It is also rumored that the new office at Larimer will open with three girls at the wheel.

The mountain boys are talking about starting a new lodge in Altoona. This is badly needed, and old 52 will push it through if the O. R. T. members on the hill do their part. The prospects on the division are very encouraging, and a landslide in the nons ranks is expected to take place soon. Keep up the good work. Attend meetings when possible, and show the nons in every way possible that you belong to an Order that is interesting to you, as well as beneficial.

Yours in S. O. & D.,
LONG-ACRE.

Santa Fe Route.

Chicago Division—

Bro. J. C. Luke, formerly agent, Media, has resigned and accepted a position with a Gas Company at Keokuk, Ia. Relieved by Bro. W. C. Agnew, from Ransom. Good luck to you, J. C.

Bro. E. F. Rowe, night opr. Lomax, has resigned. Relieved by Bro. G. C. Simpson.

Dahinda and Cameron have been reopened as night telegraph and block offices, with Bro. F. H. Kerns and Opr. J. S. Pogue in the chairs, respectively.

Mr. Mike O'Dowd, for a long time roadmaster for this end of division, has been promoted to superintendent of construction, with headquarters at Emporia, Kan. Mr. Jerry O'Connor, formerly yard foreman at Joliet, relieving him.

Our division superintendent, Mr. A. Turner, has been transferred to Newton, Kan., as superintendent of Middle Division of this road. Mr. Dolan, from Newton, promoted as superintendent of this division, effective October 10th.

Bro. O. E. Shontz, agent Smithshire, has been transferred to the agency at Kinsman, vice Bro. A. N. Steinhardt going to Ransom, in Bro. W. C. Agnew's place. Bro. W. A. Clay taking the agency at Smithshire.

Bro. L. K. Ruble, agent at McCook, has resigned and accepted a position in the Auditor's office at Galveston, Tex. Relieved by Mr. Hollenback, from Roanoke, Mr. Jackson relieving him as agent at Roanoke.

Am not sure if these men are all "OK" or not, but hope so. How is it, boys?

Bro. Chas. Timmons, day operator, Lockport, has gone to Verona as night opr.

Bro. O. R. Meish, agent, Laura, has taken the night job at Laura. Relieved by Mr. Stewart, formerly night opr. at Williamsfield.

Bro. W. A. Childress, agent, Appleton, is taking a few days leave of absence, relieved by night opr. Mr. D. R. Reed, Mr. F. E. Kirkland, from the Iowa Central relieving Reed.

Bro. Jas. O'Conner has been transferred to the agency at Willow Springs, vice Bro. Clay, going to Smithshire. Glad to see it, "Jim."

Business has been extra good on this division for a long time, keeping the boys steady at work, and close on hands.

Bro. Jas. Curren, agent, Monica, had a very painful accident occur to him last month, by falling off the "cattle pens" and breaking his collar bone, causing him to go to hospital at Ft. Madison to recruit up, Bro. E. J. Wilson, day opr. at Tower "MA" relieving him, Mr. Wilson's son keeping tab on trains at "MA" tower during his father's absence. Get in line, "JW."

There has been quite a shift in the dispatcher's office at Chillicothe. Our chief, R. L. Gardner, has resigned, and taken second trick on east end. Mr. R. D. Fowler, formerly night chief, promoted to chief dispatcher. Mr. Cummings, first trick on west end, promoted to night chief. Mr. Jas. Miller, formerly second trick, promoted to first trick in Mr. Cumming's place. Mr. T. C. Tracey, formerly second trick east, transferred to second trick west, in Mr. Miller's place. Mr. Woodford still third trick.

Boys, wish you would forward me few items every month, and will try and keep our division in the journal. Address, Box 57, Randall, Ill.

Will cut out now and give some other Brother a chance.

C. E. ROMICK,
Div. Cor.

"Scab Route."

I will say a few words in regard to the Scab Route, so as to keep it fresh in all our Brothers' memories. We never want to forget them one minute. We want to give them as near as possible what they deserve, and that is a boycott, until they acknowledge their defeat, and say they have the worst end of the game. Remember that every cent you divert from that road counts, and every Brother should keep his eyes open, and see that not a passenger, or a piece of freight goes via the Scab Route when he can possibly prevent it.

I notice they are trying very hard to raise their stock again, but I see she is pretty well fastened. No road can ever prosper under such a policy as the "Scab Route" has. I believe it is the scabbiest road I know of. They are firing their shop men and track men for being union men. They will soon be scabs from the general manager on down to the section men. They may have to skip some of the train men. They would get shut of them if they didn't have as much fighting organized orders as they can stand.

The Scab Route is a back number, not only in the eyes of all the railroad men, but in the eyes of a majority of the public. I notice in the October TELEGRAPHER, Cert. 3730, the officials say they wouldn't employ an O. R. T. I don't believe I would, either, if I were them. If they were to

advertise for operators, they couldn't get half a dozen O. R. T. men in the United States to work for them. They have two good reasons: First, they wouldn't be under such a set of officials; Second, they can get better positions on any road than the Scab Route can furnish. About all the operators they can employ now, are those who can't get employment elsewhere, and young hams that are just starting out, taught by some of their scabs, and don't know any better. Of course, there are a few good men working over there for other reasons than for the pay, etc., they get from the Scab Route.

Let us hear from some other Brother in next issue on this question. We want to keep it warm in all our memories. I am sure I will never forget them until they do the right thing.

With best wishes,

CERT. 213, DIVISION 70.

Norfolk and Western Railway.

DEDICATED TO MY FORMER GIRL.

There came from Alabama,
One bright Autumn day,
A rose of extreme beauty,
Which was the light of my pathway.

She worked for the Western Union,
In an office, they call "CA,"
Many happy hours I spent
While loafing during the day.

To the sunny South my rose returned,
Sad is my heart each day,
She has gone, never to come back,
For another took her away.

J. G. SMITH.

With apologies to the division correspondent, I will endeavor to say a word to let the other Brothers know we boys of division 14 are still hanging together and wearing the "green wreath" proudly.

There have been so many changes on the division recently, that I will not attempt to give them all this time.

Work has been increasing for the last two months, and I am glad to see enough trains to keep the "owls" from napping too much on duty. Since work is good, there are prospects of more offices being opened, and, boys, you want to keep your dues up, and an up-to-date card in your possession, or there is danger of some "hobo" operator "pulling" you, for, as winter comes on, they must have bread, while in summer they can live on "berries."

Boys, wake up and use your influence on the non with whom you come in contact. We are, I am sorry to say, not as well organized as we should be, and it only needs a little exertion on the part of the members to get this.

I noticed in last journal a piece from S. A. Line. Now, I think we might, by trying, be able to give them some assistance. They need our help. The S. A. L. is too large a system to be neglected, and there is a chance for it to become the road of the South some day.

I 13 relief agent Merriman is off to be married. Much luck, "MN."

Owing to the continued illness of Mr. Ruffin, Bro. Brady is still handling "cash" in "D" freight office.

Bro. Stockton is off on sick list.

Bro. Ball, who has been in "GM" for some time, has returned to duty at "WY." "BA," glad to have you with us again.

Bro. Queensbury has resumed duty at "F" after having been off on sick list for about three months. "N," glad to hear you are at key again. Hope you are well again.

Bro. Inge was relieved at "F" by operator Mitchell, "EW" going to "WA."

By-the-way, boys, I 13 "JE" has just bowed at "Hymen's" altar. Look out for "318" now, or there may be trouble.

Just a word to the east end boys and I'm through: "Watch 'HC.'"

Hoping to hear from some other Brother next month, I am,

CERT. 287.

Chesapeake and Ohio Ry.

The monthly meeting of the James River and Mountain district boys of C. & O. System, Division No. 40, was held Wednesday, October 17th, at Clifton Forge, Va. Bro. Alvis called the roll, and seventeen of the craft answered. Should have been at least thirty-four. None of the old war horses were present on account of business engagements, which could not be helped otherwise. But, nevertheless, our new chairman, Bro. Bickers, of the James River Division, was on hand, and did the business up in fine shape, and credit is due for the way he dispensed with the business. This was the first time he shouldered all the meeting by himself, but I noticed that there was a sorrowful shadow on his face which I could read without much trouble, and it is useless to say what the answer is. You Brothers who stay at home were the cause of your chairman looking thus. Now, be honest with yourselves, boys; do you think it is fair for you all to act so, and not try to come to these meetings. I tell you, it is as essential for you to attend these meetings almost as it is to pay your dues. How are you going to keep up with our work unless you come to the monthly meetings. I will dare say that 95 per cent of all members of any organization who have "dropped out," were members who showed a dilly-dally way in regard to the meetings. Members are bound to lose interest in any organization if they do not attend the meetings of their respective Orders. Brothers you may think I am harsh in getting after you who do not make an

effort to attend these meetings. You may preach O. R. T. as much as you please, but the preaching that talks is this: Come to the meetings, put your shoulder to the wheel, and "push" by, speaking in showing you think enough of your Order to spare one night's rest. Brothers, wake up! show that you think a great deal of your Order by meeting with us. The old James River is almost solid, and to think, only about twelve members present at our last meeting!

Remember, November 21, 1900, is the regular meeting night in Clifton Forge, Va., and Bro. Bickers, at Holcomb Rock, Va., will get you all passes with pleasure. Let him know by November 16 or 17, if you want to go, and don't fail to come. Bro. Stratton, general chairman, will possibly be there, and there's a treat in store for all.

I am sorry to hear there are a few of our members delinquent, but I believe they are too good fellows to let themselves drop out, and it is just an oversight. Trusting to see the O. R. T. hall crowded so that the janitor will have to yell "More chairs here," and the Order men holler, "More cheers for our Order," I am,

Yours in S. O. & D.

C. A. SEAL.

New York, Div. No. 44.

The first and second meetings for the month of October were held on the 3d and 16th respectively, at our regular meeting place, Brotherhood Hall, Third street and East avenue, L. I. City, N. Y. Both meetings were attended fairly well, but not as many members present as we would like to see.

Brothers, why do you take such small interest in the welfare of your Order? Your presence is needed at each and every meeting you can possibly attend. You can not keep in touch with the doings of your division if you do not attend regularly. You all know time and place of meeting, and forgetfulness is no excuse for not attending.

Numerous changes are taking place daily on the island, owing to the new winter schedule having gone into effect on October 18th.

We find Bro. J. Cummings working second trick on extreme west end.

Bros. Gallagher, days, and Roe, nights. It is hard to say who, or how many gain by this change. Nuf sed.

Bros. Thomas Jefferson, Stack and Abraham Lincoln Kipp, our turfites, report net gains over last season's winnings. Gee whiz, how encouraging.

Bro. F. N. Grove, at Hollis, has been recorded among the indisposed the past month. We are pleased to chronicle his recovery.

It is too bad the "ponies" don't run more to the interest of some more of our boys. Several that are in the rank and file of our division, are look-

ing at it from a socialistic standpoint, and believe that the bookies will yet be at their mercy, after many vain endeavors and fanciful slumbers they are gazing at the Star of Hope.

Bro. C. P. Bleeker, night towerman at Bushwick Junction, spent a well earned vacation among relatives and friends in Penna. "NS" reports a gay time.

Bro. Best, agent of Bushwick Junction, can be seen most every morning making a line for train 127. Since they plugged up the hole in the wall he goes without his cup of hot coffee quite often.

Rumors are current that Bro. Alvah Bailey will soon become a benedict. What will become of his friends on 32d street?

Bro. J. H. Loving has been promoted to "LIX" over nights. Genial Jim held down Whitepot tower for the past year; while there he made a careful study of potato bugs, which resulted in the invention of his famous bug salve, *a la Extinguisher*. "PW" is the most countrified town on the island, and has served Jim's aspirations for agricultural knowledge.

Bro. J. V. Luckett is without a doubt our most popular lady's man. His smiling countenance wins laurels from the fair sex.

Bro. J. T. Corcoran, of Hopedale, nights, is one of our new and active members.

Bro. A. L. Kipp has tendered his resignation, after four years of faithful service. "K" will be greatly missed at his familiar haunts.

Bro. Buckingham, the duke, manipulates the wires at Flat Bush avenue station.

Bro. E. L. Whitman, of Peconic, is now working as extra agent.

Bro. O. A. Hudson, of Corona, has returned, after a very enjoyable vacation among friends in Pennsylvania and Delaware.

Bro. J. H. Dunlap, second trick man at Rockaway Junction, promoted to first relief towerman, is off on a long leave of absence. We hope when he returns, he will be able to handle his new position without any drawbacks.

Bro. Chas. Umstat, second relief towerman, tells us he is going to take a much needed rest the first part of November. Charlie thinks the air of Atlantic City will benefit him. We think he goes in for more than salt sea air. How about it, "CS?"

Bro. D. J. Deasy, of Thompson avenue, has been on the sick list, but is again able to wave the glad hand to good Brothers as they pass his abiding place.

We regret very much to hear of the death of the father of J. W. Hartman. Members of Division 44 join in their sympathy at his bereavement.

Bro. J. D. Webster, one of the old-timers, attends our meetings regularly, and from a long distance. Some Brothers nearer by should take the hint.

Bro. P. H. Enright and sister, Katherine Hammond, represented Div. 44 at the special session in

St. Louis. They report a pleasant trip and a lively time while there. We expect good accounts from them at our next regular meeting.

Bro. H. Earthquake, place of West Floral park, is becoming quite proficient at florist's business. We would not be surprised if at any time he should take it up for a livelihood. He tells us, however, he is studying for medical profession.

Bro. E. V. Willis amuses himself shooting wasps with a revolver. Shoot them down, Jean.

Bro. H. O. Easton, of Queen's, is taking great interest in church work since he left L. I. City. It may be all on account of the "little brunette."

Bro. W. A. Tripp, agent Elmhurst, is way up in clubdom of that town. Good man in the right place.

Bro. G. West has returned to night work since Mr. Mullins returned from dispatcher's office.

Bro. P. H. Hayes deserves great credit for the elegant variety of geraniums and other flowers and plants he has around his tower. He has taken them up and placed under glass for the winter, out of the reach of Jack Frost.

Bro. Grassmeyer, agt., Corona, is a hustler at the printing business. Quotes best workmanship at lowest prices, especially so to the Brothers.

We find our Ex-Secretary and Treasurer, Bro. J. F. Hinterleiter, holding forth at Winfield Jct. You can see him on his day off wheeling J. Fred, Jr., on the avenue, both Freds with a smile on their happy countenance.

Bro. E. G. Fox is reported as working for the Manhattan Elevated R. R. Co.; was formerly night towerman at Queen street.

Bro. C. P. Bleeker filling the vacancy made by Bro. Fox. Good air in and around that place.

Bro. G. E. Swann has returned to West Woodside, nights, after spending his time at Winfield Jct. during the latter part of the summer.

We are unable to relate the doings of the Brothers on the Manhattan Elevated, as no items have been received from them at this writing. Neither can we say much for the Brothers at East End of the Island, owing to the fact that we do not hear of the changes being made at that end. Any Brother or Sister knowing any items of interest, will confer a great favor by sending them to our S. & T., who will see that they are forwarded to St. Louis for publication.

S. & T., H. E. Regensburg reports that several of the members are still in arrears with their dues for the current term. I will urge such to pay up immediately, as all delinquent members must be dropped from the roll on December 31, 1900.

Brothers, this is an important matter, and should not be overlooked. It causes the S. & T. no little work to be telling you of this. He will be pleased to get it in small amounts, if you do not feel able to pay it all at one remittance. Write and explain matters, and you can rest assured he will cheerfully answer any questions you may ask.

Div. Cor.

On the P. B. & L. E.

Evidently those who were elected to take care of the correspondence on this end of the Bessemer System are not keeping pace with the times, for no news concerning our line has appeared for some time past.

I am a member of Pittsburg Division, No. 32, at present employed upon this pike. I have been from one end to the other in my capacity of extra operator, and am surprised to find the organization in such poor condition. There must certainly be some cause for so much flunking, and I would like to find out what it is. I believe that this line is too small for a system division, and believe that it would be better off if the membership was allied in some larger division at some such place as Meadville or Pittsburg. There is too much apathy under the present arrangement, and something is needed to stir the boys up to an enthusiastic pitch, and nothing but the influence of frequent meetings can do this.

There are positions on this line where the operator receives forty-five dollars a month, which on other lines connecting with "Bessemer" pay fifty to sixty dollars per month. I refer to terminal offices. Such conditions can be bettered only by a solidly organized body presenting the case.

This pike has quite a stretch of it built on the tow path, and the bed of the old canal from Erie and Meadville to Newcastle, and, therefore, is a road with a history. Years ago, so the story goes, ambitious youths worked their way from the tow path to the White House. Do the boys along these two streaks of rust imagine that as the tow path is a matter of history the way to the White House is cut off? If so, well cheer up, boys! There is a faster line to the White House than on the old tow path, and if you don't all get to that goal, you can, by organization, provide far happier, more contented, care-free homes, than the White House ever was or shall be.

Yours in S. O. and D.,

REY DE LA REY.

Illinois Central Railroad.**Memphis Division:—**

It has been some time since the readers of the telegrapher have heard anything from the old I. C., so, boys, let's hear from you.

Everything seems to be running smooth on this "Pike," just now. The "nons" are coming in slow but sure, and things look more favorable for better money in the near future; in fact, two of the boys have just received a raise of \$5, thanks to our chief, Mr. R. J. Harlan.

Bro. Boone has been promoted from "RW" nights to "GI" days, Bro. Hoover going to the Louisville division.

Bro. Herring is still doing the "clerk" act at "GI," and Bro. Nelson, who has been acting as agent has resigned to go to the Choctaw.

Bro. Paris is with the postal mow, and says that he has had enough of "UR" for awhile.

Bro. Barner is doing the "night act" at "CB."

We hope to have all the "nons" with us by the time you hear from us again. Cannot say where you will hear from me next, but will drop a line to the TELEGRAPHER again soon. Don't be backward, boys. Let's hear how the other divisions of the old I. C. stand.

Yours in S. O. & D.,

CERT. 4498.

Buffalo, N. Y. Div. No. 8.

Bro. A. Brown, formerly of Corry Junction nights, P. R. R., is now located on the M. K. & T.

Bro. J. J. Donahue died at the home of his parents, Big Flats, N. Y., September 15th. He has been suffering from consumption for two years, and until a day or two before his death had been taking treatment at the Crote Clinic, New York. He was a faithful and loyal member of the Order for many years, and was one of the charter members of Division No. 8.

Understand Opr. Fox has a lady assistant at "FA" office, Oil City. The business of this office has greatly increased since the P. R. R. has taken charge of the W. N. Y. & P., and the A. V. Ry.

Bro. Cudebec, of Belfast, passed through Buffalo a short time ago on his wedding trip up the lakes. He evidently knew the Brothers here smoked expensive cigars, so he avoided us.

"MAC."

Rocky Mountain Division, No. 77.**IN MEMORIAM.**

WHEREAS, It has pleased God in his infinite wisdom to invade our fraternal circle, and remove from life's activity, our beloved Brother, A. C. Eidson, whose death occurred September 25, 1900; and

WHEREAS, In the death of Brother Eidson this division has suffered a loss that cannot be replaced, a blow from which it will not soon recover, and the Order at large a Brother who has at all times been loyal and true to all the principles of fraternity, and one of its most earnest, enthusiastic and successful workers; therefore, be it

Resolved, That while we bow in humble submission to the will of Him "Whose ways are not our ways," and whose wisdom transcends the limit of our weak vision, we are glad it has been our privilege to know so noble a character as that of our departed Brother, and to associate with him in the work which he so willingly undertook among us, and which he so successfully prosecuted; be it further

Resolved, That we extend to the bereaved widow and heartbroken mother, our deepest sympathy in this great affliction, commending them to Him whose spirit alone can lighten "the valley and the shadow," and in whose words alone we can

find comfort and hope. That these resolutions be spread upon the records of this division, and a copy be furnished the RAILROAD TELEGRAPHER for publication.

M. A. HAWKINS,
C. M. HURLBURT,
R. N. LONG,

Committee.

Denver, Col., Oct. 13, 1900.

Georgia Southern & Florida Railway.

Brothers, I have been waiting for some one to break the "Ice" until I have decided to do it myself, though news is scarce.

Bro. Nance is back again at "HO" from St. Louis, where he went to represent Division No. 75 at the special session, and reports having a gay old time. "N," you are warm stuff, and we all welcome you back.

Bro. H. C. Pyron, from First Division of Central, relieved Bro. Nancy, while he was off.

Bro. Snider, of "DX," is back again, after taking a vacation, and visiting home folks in Griffin, Ga.

Bro. Crawford is again at "GR," after a severe spell of sickness. "X," we are glad to have you back with us again.

Bro. Clemmons, who relieved Bro. Crawford, is holding down Palatka now, and says Florida is sure a warm country.

Bro. Sineath is still at Lake Park, and brags on his frog legs. "F," send me up a mess, and I will vote for "WJ."

Bro. Mills is at Jasper, and says he has the only "cinch" on the line. "MS," you can have my part of your "cinch."

Bro. Ruff, from Ashburn, is now agent at Vienna, and a good deed has been done in getting him there, as we can now break up the ham factory which existed at "VI." "R," why did you leave your happy home at "BN."

I understand Bro. Nance is trying to get a division at "HO," and is doing some hard work to organize our road. "N" is a man we should be proud of, and give him our best support. "MH" at "DO" says "Nancy" is the smoothest "Opr." on the line, and makes him scratch when he gets hold of him.

"DA," our third trick man, so I understand, is going to leave us soon. "Mr. Tomsun," you should not do this.

Bro. Swearinger, of Lenox, was at Tifton, Sunday, trying to get married. "Sporty," you must send us a piece of cake.

Where is Bro. Wilson now-a-days? Haven't heard from you in some time; let us hear from you, Wilson.

Mr. Collins, an old-time member, will soon be with us again, and also several others now, as the result of the special session.

Mr. Head, the night man on the Plant system, at Tifton, will join us next meeting night; he has a "head" on him.

The "\$" man at "Q," nights, is still holding down that place, and does not want anything else.

Well, as news is so scarce, guess I better "ring off" for this time. Who shall be next to write a few lines? We should have something every month. *Au revoir.*

Yours fraternally,

BRYAN.

From Quemados de Marianao, Cuba.

If the editor will kindly allow us a few lines of space in the columns of THE TELEGRAPHER, we will endeavor to let the outside world know something about the boys in Cuba, and where they are.

At "HA," Havana office, we find as day operators, Manager McGann, Oprs. J. A. Steele, Mr. A. Perry, and Charles Wheaton; this is the day force in Havana office. We also have about a half dozen native operators days, at "DO" office.

Governor-General's Palace, we find old reliable "B" George Perry, who is working extra at "DO," while Denny Crowley, regular man there is wrestling with a case of yellow fever at Las Animas Hospital. We hope to hear old "JX" again soon.

Mr. Maynard, operator in Chief Signal Officer's office, has also been taken to hospital with yellow fever; don't know who is doing the act while "M" is away nights.

In "HA" we find our old friend "OX" Doctor Tanner as chief. As operators, Harry Houghton, formerly of Nuevitas, Cuba, and a Mr. Stephens, a New York press man, and a half dozen natives.

American business is falling off in Cuba every day, and the demand for good American telegraphers has about disappeared.

At General Lee's palace, Quemados de Mariano, Cuba, we find, days, Bro. A. S. Hooe; nights, Mr. F. H. Going, a new arrival from Nebraska. Bro. Hooe will take his departure for the United States to-morrow, so we understand; just where he intends going we have not ascertained, neither do we know who will be the lucky man to relieve him at Quemados. The boys among the Americans say they are sorry to see "KN" take his little grip out of the office, as he is a jolly good fellow. Wonder what the señoritas will do now. Bro. Hooe carried with him the best wishes for his future success of every telegrapher in this part of the island, also the boys of the Commanding General's office.

We have another death of one of our popular telegraphers to announce. Bro. Schachell, of Santa Clara, Cuba, died of yellow fever at Civil Hospital in that city on last Thursday, October 6th. Bro. Schachell has been in Cuba for the past two years, having held down the chief operator's desk at Cienfuegos for a year, being transferred from the latter place to Santa Clara, where he contracted the disease so well known to the American operators as "yellow jack."

The writer not being personally acquainted with deceased, we are unable to say from where this Brother hailed. We have lost a willing worker for the good of the telegraphers. The telegraph fraternity of the Isle send condolences to his bereaved relations.

J. B. JAMES,
Formerly of Div. 52.

Pennsylvania Railroad.

THE RAILROAD TELEGRAPHER being the "fountain head" through which we reach all our Brothers and Sisters paddling life's canoe on many small tributaries flowing into this vast system of railroads known as the P. R. R., I will talk with you all. This article not only brings forth the great responsibility and coolheadedness that is required of an operator on main line of any large road, but is intended to show what is expected of an operator at any place and at all times.

Column after column has been written in newspapers praising an engineer for sticking to his post in time of danger, or in order to avert a wreck, and save the lives of the passengers. Is it not a fact that 99 out of 100 stick to their post of duty for no other reason than escape was impossible? On the other hand, suppose an operator displays the white signal for a train when it should have been green. Can he escape? Can he rectify his mistake? No. He cannot even get any word to the train that there is danger ahead, but the engineer can possibly avert the wreck if he chances to see the train far enough ahead. Do you see wherein an operator's duties are far more responsible than an engineer's? As our October journal states, "Getting down to the truth, the safety of every one on a railroad train depends more upon the clearheadedness, knowledge of his business, and reliability of the railroad train dispatcher, and the operators under him, than it does upon the engineers."

In fact, going still further: Is not even the life of the engineer himself dependent upon the operator? How few people realize that their lives are in the hands of the operators, and that the engineers simply watch their monster engines as they are guided on their way, by whom? The telegraph operators.

Passengers do not even think that should an operator make a slight mistake, they would be hurled into eternity. They simply recline in their seats, content with the idea that the man at the throttle will see that they are carried safely through. An operator is not considered. Where do you find a more intelligent looking lot of men representing any Order than those whose pictures appear in October journal? We should feel proud that we have a Brother such as A. R. Van Geisen. A Brother who has been an operator for fifty-one years. Think of it, Brothers and Sisters. A man who has spent more time as an operator than we have seen. Would he not be experienced? Would he not have knowledge gained by experience? And yet how are we treated when present-

ing any grievances? Should our wages not be equal to those of an engineer? Should we not receive the same courtesies that are given to other Orders, such as the O. R. C., and B. of L. E.

Not long since, I remember a committee of operators presenting a letter to their division operator asking for an increase in wages. The committee was asked this question: "Don't you fellows think you receive enough pay?" Had this division operator thought he was receiving enough pay when he was operating, why did he not still keep at it? He was at one time placed in the same position that we are, and I'll wager my month's check (\$35.00 by the way), that if he was to handle some of the offices that are now open, he would wish that he was receiving \$100 instead of my \$35. I will just say right here, that the railroad company also has a polite way of informing you that they still would like to have \$1.50 of this amount every month. After you are in the service a week or two, you receive some circulars, or an application blank, calling your attention to the Compulsive Relief Department—excuse me, my fingers slipped off the key, I should say Voluntary Relief Department. No doubt many of you have passed through it.

To return again to our responsibilities. How often have you had some conductor or engineer, who could scarcely write their own name, come rushing into your office with a piece of paper, asking you to please send that message. You are puzzled. We here lay aside our duties as an operator, and for the time being assume the role of an interpreter, and without any extra compensation whatever. And yet the companies expect it of us. Yet these same men receive their \$2.50 and \$3 per day. We will admit, their work is more dangerous, but is there any more responsibility? Emphatically no.

Brothers and Sisters, as I am working on an old paper ribbon machine, and my ribbon is at an end, I am compelled to desist for this time, and if Brother Perham does not allow this to drop in the cuspidor, I will try and hunt up a new ribbon next month.

X. T. Y. T.

Ashtabula, Div. No. 36.

On Saturday evening, October 6th, a special meeting of Division No. 36 was held at Andover, Ohio, for the purpose of electing a delegate to attend the special session of the Grand Division, at St. Louis, Mo. It being impossible for any member to get relief, Bro. Taylor was unanimously elected.

Business continues prosperous on our division, and the scarceness of operators still remain with us. It is with regret we say that some of our Brothers have left us and gone to parts unknown. Division No. 36 wishes them a life of success and prosperity wherever they may go.

Bro. E. A. Thompson is doing the hustling night work at West Yard, Ashtabula.

Bro. J. A. Root, of Andover, was off a few nights on account of sickness; he was relieved by Bro. E. J. Thompson.

Bro. Bogar, of Ashtabula, South Yard, was off a few days, account of the deaths of his brother and sister.

Bro. Parsons, of Kinsman, nights, who has been visiting his sister in the West, has returned, and reports her health much improved.

Bro. Bonner, "the ice man," of Oil City, is off for a few days; he is relieved by Chas. O'Malley.

Several men have been transferred to this division to fill vacancies. I am not, at the present writing, familiar with their names, but hope they are serving the O. R. T.

Yours in S. O. & D.,

DIV. COR.

Another Fairy Story of the S. P.

*Dedicated to Sacramento District System,
Div. No. 53.*

Our maid resumed her wanderings, and ascending a long Hill that Rose before her, gazed with Keenan sharp eyes on all of nature's Noble beauties. Glinting through the trees was the light of a camp fire, and, drawing closer, she could see stalwart firemen plying wood with vigor. Among them was a Young blond youth, the Starbuck of them all.

Said he, "You Ott to have come sooner, when there was Moore lunch, for there is nothing left but a few Graham gems."

They chatted pleasantly of many things, and said one, "Somebody said the other day that money talks."

"That must have been Gascoigne," replied another.

Just then, Lambert dashed by in the "regulation" hurry, but would not stop, having several Arenz to do.

A blind man came slowly along. "Why, that is Love," said the maid, and her Hart jumped in a Trembley fashion.

A Black-Smith shop waked the echoes of the hills, while the party gazed with fascination upon the glowing Cole, and wondered what the Smith would do in Casey hit his hand.

"He will Perry the blow, I Grant you," said one of the onlookers.

In a little Blue cañon near by, bordered by tall trees, whose leaves had turned a beautiful Goulden Brown, meandered a Riley stream, whose White sandy Shore showed many Coon tracks, that had crossed and re-crossed a rustic Ford.

The time of the evening shadows had come, and, as the mystic spell of twilight fell upon them, a fairy glided near, asking the maid to express a wish.

Said she, "I am so weary, please, kind fairy, transform me into a sleeper in a "gondola," that I may glide on the Waters of oblivion to my home." Finis.

MARY V. MITCHELL.

Canadian Pacific Railway.

Mountain Section—

Several changes have taken place on this section during the past month, Bro. R. Armstrong, agent, Illecillewaet, being promoted to Dispatcher at Nelson. Bro. Armstrong is our very able and popular Chairman. While we are glad to see him promoted, it is to our great regret that, owing to his removal from this section, he finds it necessary to resign the local Chairmanship, which he has so ably filled for the past year. Bro. Armstrong is a representative man of his profession, and a high-minded man. We know he will succeed in his new appointment, and I am only voicing the sentiments of the entire membership of this section, when I say we are glad to see him promoted, but sorry to lose him, and extend to him good-by and good wishes. Mrs. Armstrong will also be greatly missed by those who have been so fortunate to experience her charming hospitality.

Another change we have to record: Bro. L. J. Edwards, agent Albert Canyon has been promoted to the important position of agent at Nakusp. Bro. Edwards has been agent at Albert Canyon for four years, and during that time has converted the surroundings of his station from a wilderness into the prettiest station on this division. Bro. Edwards, and his accomplished wife, have made themselves very popular on this division, and will be greatly missed by their many friends, who wish them every success in their new home.

Bro. Mooney, agent, Palliser, has been promoted to agency at Illecillewaet. Bro. Mooney is the hero of the Battle of Bear Creek, and has been an amateur astronomer.

Bro. Roger Barker, operator at Notch Hill, has been promoted to agency at Palliser.

Bro. Hayward, operator at Griffin Lake, has been transferred to Notch Hill, Opr. Broderick succeeding him at Griffin Lake.

The following is a communication filed by "MX" McMillan for "RO" Davies' information or edification:

To "RO"—It's a dog-goned shame, if Sampson is the property of Slim, ask him to fill him up on something thicker than soup, and keep him at home. If he belongs to you, ole boy, I have to report that during the night he slipped an eccentric, and made a dirty record. Mr. Shaw will grab this on the hook in mistake for the War Bulletin; likewise Mr. Robinson. Such is life.

For the information of our American Brothers, will say that the Sampson referred to above is not the great admiral and hero of the "great battle of San Juan, Manila, Santiago," but is a very intelligent dog, owned by Bro. Slender Oakley, poleclimber and head battery man at Donald.

Bro. Fred Stephens, formerly relieving agent on Western Division, now traveling auditor, visited this section recently. Bro. Stephens' promotion has not affected the size of his head; he can still wear the same size hat, and tell a good story, too; just mention Pushee.

Bro. Hovey, operator Fields, B. C., has been promoted to agency at Albert Canyon, being succeeded at Field by a new man named Trip.

Chief Dispatcher Downie has been away on his vacation, relieved by first trick dispatcher Bro. J. D. Fraser.

Bro. Armstrong, agent Glacier, has been to the coast for a trip, relieved by Bro. A. W. Sharp.

Our highly esteemed relieving agent, Bro. D. McManus relieved at Kelowna, Agent Scadding taking a vacation.

Business is not very heavy just now, and the boys sit in their office chairs and look wise; some of them have to change their looks greatly to do this, however.

Bro. Currie spent a few days in Revelstoke recently. No one knows what for, but presume it was to have a ride on the street cars. Bro. C. is a big, fat, happy "cuss," with good nature sticking out all over; to know him is to like him. He is a gentleman in every respect, and his pie face is always wreathed in smiles.

CERT. 744.

Montreal Terminals—

Since my last correspondence, quite a few changes have been made on this section, and we have quite a number of new men, and "non members," also. Why is it? Well, some have never been asked to join, and others say they will join when they can square up. One of these "square-uppers," who draws a salary of \$50 per month, has been coming in the ranks for over a year, but he is still an outsider. O, but he has a strong sympathy for the Order, you know! I understand that another good man, who is full of sympathy, has allowed a student to practice in his office. One of our friends swears that he will become a red hot member after pay day, when he has taken five or six "schooners," but when the effect wears off, he bucks against everything that smells of unionism, and says the O. R. T. is no good; but he draws his increase same as the others, takes his two weeks' holidays, and would not consider for a moment to refuse the salary he draws while away. Such is life without a wife.

We find Place Viger Station occupied by our old friends, Bros. J. J. Dunn and J. A. Roberge.

At Hochelago, Bros. Sam Berry, days, and Osborne, nights.

Mill-End, Bro. Allan Steen, days, and Mr. Kerwien, nights.

Outremont, Bros. A. Diecks, first trick, A. Dion, second trick, and Mr. Tom O'Regan.

St. Luc Junction—Bros. J. H. Turcotte, and E. A. White.

North Junction Switch, for the present, Bros. N. Duchesne, days, Mike Shaughnessy, nights.

South Junction Switch, Mr. Ed. Shaughnessy, days, and O'Connor, nights.

Montreal Junction, Bro. W. F. MacDonell taking his holidays, relieved by "yours truly;" nights, Mr. W. J. Learmouth.

Westmount—Bro. R. E. Coderre relieves Bro. Senay days, and Mr. J. B. Demers works nights.

Windsor Station, Bros. Geo. B. Ewing, days, and Freniere, nights.

At a meeting, held in Grand Union Hotel, October 26th, Bro. Allan Steen, having resigned his office of Local Chairman, Bro. J. J. Dunn was elected in his place by a unanimous vote. Bro. Dunn, who was our delegate at the convention, spoke of the good work done there, and said that the outlook was very bright for the Order. The same Brother had the cheek to appoint me as correspondent. Oh, but I will wait awhile, and then give him a good roast.

Now, all ye backsliders and "square-uppers," get in line, stand up and face the wind, think of all the good things which are to come yet.

Yours in S. O. & D.,

J. A. DUMAY,

Local Secretary.

Philadelphia, Div. No. 30.

At our October meeting, a fair number of the membership turned out to hear the report of delegates who were in attendance at the late convention at St. Louis. About thirty were present, including a number of visiting Brothers from Division No. 4, and Bro. Campbell, of Division No. 74. Bro. Campbell is relief agent on W. J. & S., and we hope to be favored with his presence again. Our delegates made a complete and creditable report, and all present were well pleased.

A committee of five were appointed, and they will consider the advisability of holding a ball or smoker this season.

Owing to a considerable number of changes being made in constitution and statutes at convention, the second reading of new by-laws was laid over, and to be again referred back to Committee on By-Laws.

Three petitions of membership were read, and one new member initiated. All the regular officers were present, as usual.

W. J. & S. Division—

We all extend our congratulations to Bro. and Mrs. Robinson, at "NA," on their addition to the staff.

The boys on this division made a good showing at last meeting to hear report of representatives to the late convention. About a dozen or fifteen were present. This is encouraging, and some came from a long distance.

Bro. Beaumont has been working at "CD," Camden, most all summer, but leaves, soon, to work at Glassboro, nights.

LEX.

New York Division—

Bro. P. J. Costello comes in for an advance on the change taking effect, November 1st.

Some twenty-five sub-extra men have been kept busy since spring, regular extras Messrs. Hoagland and Ripley, Bros. Crouse and Boland catching it heavy, account vacations.

A number have expressed their intention of joining our ranks, and we hope will not become discouraged; they have everything to gain, and will be welcome.

Mr. Frank Donohue, from "CM" railway, paid a visit to Philadelphia on the 24th, and with Bros. X and Boland, managed to put in the day in good style.

Mr. Caiman, from last trick at "BD," Bristol, goes to last trick at "3" Mantua, vice Van Sant, who goes to "VN," Frankford Junction, 7 a.m. trick.

P. T. Division—

Bro. J. K. Osmond, working 3 to 11 at "HV," in Bro. H. L. Brown's place, the latter off through the lake region on his honeymoon. Particulars later. Congratulations all around, "BQ."

Bro. M. E. Casey, spending two weeks' well-earned vacation, at Baltimore, Washington, and Niagara Falls.

The membership extend their congratulations to Bro. W. A. Osmond. For why? See personals.

Bro. Dolphin passed through city, Sunday following convention on his way from Boston to St. Paul.

Delegates Marr and Sell were well pleased with their trip to St. Louis. Bro. Hutton accompanied them as a visitor. Mrs. Sell and Mrs. Marr also enjoyed the trip.

Bro. Sells and Bro. Gerry, of Division No. 74, two convention heavyweights, on one occasion boarded elevator on way to the hall; the elevator refused to move; they had to wait for the next car.

Bros. Hiller and Richardson, of Division No. 4, didn't consider themselves any better than anyone else just because they occupied the front seat.

The committee reports all prospering at the home-stand of Bro. Sipler.

WAIT NOT.

Baltimore, Div. No. 17.

For several months, the journal arrived, and upon making a careful search for some news from the garden spot of Maryland, was disappointed. This must not be. We have quite a number who should feel interested enough to write an article once a month. There are many Brothers who are situated so that it is impossible for them to come to a division meeting, and it is through the journal that they receive the information as to the work that is being accomplished by the division.

We regret to announce that death of Bro. J. A. Hughes, of Magnolia, Md., which occurred on October 30th. Bro. Hughes was one of No. 17's oldest members.

Funeral services were held at St. Patrick's Church, Havre De Grace, Md., November 2, 1900. Among the floral designs was a handsome pillow, from Baltimore Division No. 17. Also a design representing a broken telegraph line, sent by the operators on the Maryland division of the P. W. & B. Bros. Carroll, Knight, Rollins, C. F. and N.

M. Bowman, and F. F. Sullivan, acted as pallbearers, and among the others in attendance were Bros. Kirk, McCubbin, No. 17, Ewing of 58, Parkinson of 17, Healy of 17, Davis of 17, Mr. Harry J. Large, of Fulton Junction, Baltimore, and Ed. J. Rose, of Union Station, Baltimore.

At our last meeting, Sick Committees were appointed for both the P. R. R. and the B. and O. R. R., and the Chair appointed Bros. E. E. Hurdle, J. B. Coniff, and C. H. Berry for the B. & O., and Bros. Digges, Shamberger, and Cunningham, for the P. R. R. Any Brother who may be ill, will notify the President or the Secretary and Treasurer, who will report the same to the proper committee to call upon the Brother.

Bro. Finnan has returned from St. Louis, and will be on hand to make his report at our meeting, third Friday in November. Please remember the evening, and be on hand. We have some news that will interest you.

Have all paid their dues for current term? If not, do so, and get up-to-date cards.

Mr. H. O. Gladfelter, one of the most popular operators of the N. C. R., was married on October 21st to Miss Ada Kessler, at the bride's home, near Hanover Junction, and have gone upon an extended tour, visiting Niagara Falls, Buffalo, and other points north. The congratulations of the fraternity is extended.

Wanted—the applications that were promised by a number of the boys on the N. C. R. several months ago. Come right up; don't be slow. You will never regret the step.

With best wishes to all, will ring off until next month.

B. N.

Canada Atlantic Railway, Div. No. 15.

Eastern Division—

Who says the Goat is not doing her duty? Why, she is the busiest little creature in the division. In the past few months, dozens rode her into our ranks, but as she is not so friendly to the old members, we will soon have to attach some other attraction to the Lodge to get them out on meeting days.

HE AND HIS.

A few weeks ago, Ottawa Exhibition was in full sway.

Of course, each agent and operator must have his day;

Some went with sweethearts, some without, and pleased to be alone.

The trains were crowded going there, and overloaded coming home.

The weather was fine, and the Exhibition was immensely patronized,

Country sports got excited, used the ram fashion, and didn't apologize;

People were there from all the country far and near,

To see what they could see, and hear what they could hear.

Some wore stove-pipe hats, fine white shirts and split-tail coats,
 Others wore straw hats, red flannel shirts, and long top boots;
 Known to the ticket agent as a "greeny," at the wicket,
 Who always has vegetables to check, and wants a "comeback" ticket.

In the evening, some of the boys took in the "Evil Eye;"
 They saw sights that made them laugh and made them sigh;
 When this was over, a rush for the train took place,
 Apologies were not thought of in this great race.

Three excursion trains at the Central stood side by side,
 A car in their hurry to select a comfortable place to ride
 Boarded the wrong train, and said he, "Be seated here, pet,
 I am going out but will be back soon again, don't fret."

The sound of the three-minute bell soon reached his ears,
 Back to his fair friend he started, and then he hears,
 All aboard, Canada Atlantic, Hawkesbury and intermediate stations;
 Through the cars he searches, and can only find her relations.

Then the cars began to move slowly out of number three track,
 "Oh, what shall I do?" cried he, "I must certainly take her back."
 Then a thought struck him, "Kidnapped, villains, I will follow you
 To the end of the earth; yea, farther, to give you your due."

Wild with terror he made a plunge for the car door,
 And in his excitement, ran against his friend standing on the floor,
 Not in charge of villain was she, but escorted by a friend,
 Who found her in the C. P. R. train, and loaned a helping hand.

Now, boys, when you take a young lady away from her happy home,
 For the looks of the thing, at least, don't leave her in a car alone;
 For you may have the same experience our friend—Entrapped,
 Who is now many miles from the one he once thought "kidnapped."

City boys like to go out in the country once in a while; boys in the neighboring villages like to spend a night in the city once in a while, but when it becomes a common occurrence, it looks

rather suspicious. What's the city attraction, Bro. Alex?

Bro. Mack has left us and gone to the city of Toronto to study medicine. Success to Mack; he wasn't a bad old dog.

Bro. Allison has again given up relieving, and has once more settled down. Last year he dropped into Dalkeith, where they wanted him to speak Gaelic. This year he wound up at Ste. Justine, where has to speak French.

Bro. Ross has apparently got tired of sporting life. He has almost decided to give up relieving, and go back to the old stand "G," where he can visit the "farm" more frequently.

Bro. Pouport recently gave a conductor to understand that he did not keep box cars in the station; "good eye."

Bro. Pangburn, your next door neighbor is a non. When may we expect the branch to be solid O. R. T.?

Hammond tower is now manned with O. R. T. men, Bro. Z. Carriere, days, and Bro. F. N. Carriere, nights.

Bro. Clifford says his slumbers were more or less disturbed exhibition week on account of the extra running into "RD." Never mind, Joe, you're far better awake.

At "CN" we find Bro. Haynes right on deck. Charlie is old enough to be our grandfather, yet he is one of the "boys."

Bro. Shepherd apparently did not enjoy his trip to St. Louis, as, no doubt, he made it a "strictly business affair." The rumor that he is going to become a Yankee is not yet confirmed.

It would take too much space to mention all the members on this division, so those whom I missed may be considered "goody-goody" boys, until some member takes it into his head to rub them down.

"EMIL," CERT. 39.

M. K. & T. Ry.

Choctaw Division

I will give you the few items I can think of on the Choctaw. Business is fair. Several new engines, all in the 400 series. They are nice engines, and the engine men like them much better than the old hogs, as they have more room and good seats in the cab.

We continue to have some changes in the telegraph department. Our chief dispatcher, Mr. R. J. Sullivan, left the service of the M. K. & T. several weeks ago, going to the Ft. Worth & Denver at Wichita Falls, and accepting a similar position, except getting more money and shorter hours. The boys are all glad to know of Mr. Sullivan having a better position, but we regret his leaving us, as he was a very agreeable man to work for, and our best wishes are with him wherever he goes. Our new chief's name is Mr. F. S. Dodds, a very nice man, also.

We have a new third trick man, but I haven't learned his name yet.

So many changes on the line that I can't keep up with them. Most of them are O. R. T. alright;

you can tell that by listening at them work awhile.

Opr. Sam Mann came down and worked one day in the dispatcher's office this month. Sam says he wouldn't have the job regular at all. Town life don't agree with him. Says the people in Denison are not up-to-date like they are at Limestone Gap, I. T.

Bro. Bruce Sanford, day man at Atoka, took a few days vacation this month; think he spent most of the time at his best girl's house.

Opr. Barnhart, one of the day men at Muskogee, I. T., has just returned to work after spending about thirty days on his duck ranch somewhere in Kansas.

Bro. Langley, at Caddo, I. T., says the B. I. T. beats anywhere he ever saw for cotton.

The boys at South McAlester, McAlester, and Eufala, I. T., haven't time to tell a man "25."

Oaktaha, and Summit, I. T., cattle shipping points, have been closed for this year, leaving W. H. Settles and Bro. Price to find another position, which will most likely be somewhere on the Choc-taw.

W. C. Detar, at Checotah, I. T., says he is having it easy this year. Don't have to work over eighteen hours of the twenty-four. De likes to work, anyway.

CERT. 188.

High Line Notes—

Since my last report, we have had a few changes which I will now chronicle.

Bro. J. R. Cox, night owl and helper, at Harrisonville, took a vacation, August 2d, and visited his people at Topeka, Kan., returning August 16th, and was glad to get back to his post again. During Bro. Cox's absence, "HA" was manned by E. C. White, a "non" from Walnut, Kan.

Bro. L. W. Mosher, agent, Holden, took a trip out West, September 4th, returning September 28th.

During his absence, "HN" was manned by Bro. H. E. Biggs, who went from Holden to Pleasant Green, on Sedalia division, to relieve Bro. H. H. Goldensberry for thirty days.

A. A. Snapp, right man at Holden, returned to Montrose, from whence he came, and was succeeded by Wm. Hopkins, from Sedalia, who fills the bill to a fraction; he is a nice young man, and gives me his promise of placing his membership with us in the near future—by December 31st, at farthest.

Friend Wilson, at K. C. Jct., went East on a visit, August 20th, and returned September 5th. During his absence, "KC" was manned by Bro. R. K. Palmer, of Windsor, to which point he returned.

About October 1st, Wilson was taken sick and went to the hospital (that place we are all taxed to keep up, but have no voice in the management thereof) for treatment. He returned, October 12th. During Wilson's absence, "KC" was manned by Bro. R. G. Raoul, late of Mexico (San Luis Potosi). I did not learn where Raoul went from "KC."

October 15th, Bro. J. E. McCadden, agent at Harrisonville, took a vacation leave for about three weeks or so, to attend the Masonic meeting in St. Louis, and then visit East. During his absence, "HA" is being manned by Bro. E. A. Cox, of Texas. Bro. Cox says he likes "God's country"—that's Mizzury, you know.

Friend Hopkins, N. O. at Harrisonville, was sent to Schell City, October 19th, to work a few nights there, and thence to Boonville, nights, and was relieved at "HA" by W. C. Nunn, a student from East Lynne.

We are all watching with no little anxiety the result of the special session as the daily papers bring their meagre reports. It is to be regretted that summary measures became necessary. How much better for our Order if all things could have gone on smoothly. But patience ceases to be a virtue some times, and this was one of the "times." Personally I had been noting the trend of things for some time past, and had made up my mind, that, unless some reform at the head of affairs was wrought in the near future, I was going to play quits. Whenever one man can run the O. R. T. at his own beck and nod, in defiance of law and decency, I get tired all over.

For Bro. Powell's sake, I am sorry his conduct merited such drastic measures. It is no light thing to be expelled, and sent forth in disgrace. He has my genuine sympathy, but let not any other man think to duplicate *Powellism*. It won't work. We won't let it.

Now that we are getting a few tangles out of the rope, boys, Brothers, let us all buckle to, and push the Order to the front, and place it where it so richly deserves to be, in the front of the van of labor reform.

Here's my hand, Brothers; shake.

CERT. 251.

A mob of drunken negroes attempted to take possession of the station at Pleasant Green, on October 7th. The agent, H. E. Biggs, was struck over the head and seriously injured. He emptied his revolver in the crowd. The Sheriff and several deputies went from Booneville to the scene of the trouble, and restored order.

RESOLUTION.

WHEREAS, T. J. Farley, Jr., a member of our division, and an officer thereof, having conducted himself in an unbecoming manner by defrauding members of our division out of various sums of money, upon the pretext that his wife was dead, and he penniless in a strange land, with two small children to care for, and we having found that he has fabricated, misrepresented, falsified, and evaded veracity and all semblance of truth, therefore, be it

Resolved, That T. J. Farley, Jr., be, and is, hereby suspended from the office of General Chairman, M. K. & T. System, Division No. 22, and from membership in the Order of Railroad Telegraphers, in accordance with the law thereof, and

that this resolution be published in THE TELEGRAPHER, for the benefit of the fraternity.

L. D. McCoy,
S. T. Best,
J. F. Cox, Burleson, Mo.,
W. C. White, Estell, Mo.,
General Committee.

Gibson Station, I. T., Oct. 26, 1900.

Cincinnati, Hamilton & Dayton Ry.

Wellston Division

Bro. Hall has gone west on a visit to his parents, who reside in Missouri, along the Mo. Pac. Bro. Hall is a staunch O. R. T. lineman, and we recommend him to the Brothers of Mo. Pac. Div. 31; hope you meet success, and enjoy your vacation. Don't forget Div. 21.

Bro. Welsh, Lebanon Junction, has moved to Dayton, account being unable to obtain a house in his neighborhood; 13, he is having great trouble getting transportation to and from his work; go after it again, Brother, may have better luck.

13 Cincinnati *Enquirer*, had a very exciting account concerning the special session, held at St. Louis. This is to be deplored, and is directly false, as any delegate present can assure all members; the session was very orderly, and no excitement whatever.

Bro. Hoopert, "RH," has been unable to attend to his duties, account severe indisposition; 13 he is fast improving, and will be with us in a day or two again.

We must insist on better attendance at the meetings. We cannot do business with only a few members attending the meetings. The same steadfast members show up at each meeting, and I assure you, boys, it's very monotonous for these few to have to transact all the business of Div. 21. The hall is big enough to accommodate all members, and the rent must be paid whether all or only a few attend.

This indifferent spirit must be thrust aside if you expect to keep up your division and command success. We will appreciate a full attendance always, and will endeavor to make things pleasant always. Come in and get acquainted.

Next regular meeting, Nov. 16th, the fine roll top desk comes off; everybody welcome. We anticipate a rousing good time at this issue, the inspection car will have come and gone.

Business is fair, but not what it usually is at this time of the year. We have four extra operators on the list now, but three of them should be placed soon for the winter. There has been several changes which I cannot specify at this writing, but will endeavor to do so in my next.

Our division correspondent, Bro. Chamberlain, I 13 has a student. Bro. "AC," why don't you get him to help write a few notes?

Delphos Division—

We will again try to furnish a few lines for THE TELEGRAPHER this time, as we fail to see any

C. H. & D. notes. We fear the correspondents of Div. 21 are not very thoughtful of their duties.

All ready for inspection, I suppose? It's just and proper, and in season to be so, and it's proper and all right to stay so. Let us see that we, as members of the O. R. T. keep everything in shape. This is one way for us to gain a favorable point, and it costs us but very little to keep everything tidy and clean. We hear no complaint on this division about the O. R. T. boys, but plenty about the "nons," as is always the case until they attend to their students' many blunders and wants. Shame, boys! Why not use a little judgment, and fall in line, and help to bring what we are worthy of as faithful telegraphers.

Bro. Short is still on top with the excursion business.

"B," at "CO," is much improved in health at this writing.

"MC," of "RA," is relieving Mr. Hoover, at "CA," who is off on account of sickness in his family.

Stelzer, of "KS," is at "RA," gathering "OS" for "MC."

Balance on the pond route doing well. Hope you will soon be with us.

Keep your fist on your pocket book. "HI," at "KS," lost his, with \$65 in it. He offers \$100 to the man finding it.

Now that the special session has been successfully held, we would like a good attendance at the next meeting, so all can hear and see what has been done, and arrange plans for the future welfare of our division, and a closer fellow-feeling between the members. Things are again in shape to go ahead on a practical basis, and the future welfare of our Order is assured with the able-minded officials who now occupy positions in the Grand Division.

GEN. COR.

Lima Division—

Bro. Brown seems to be very busy; wires never known to work as good. Good man in good place.

Bro. Gillett says he is at home now.

Prof. Sparling is talking about going to "JH" for a good fish.

Bro. Cashner Ans, at "BK," with Bro. Zink nights.

Bros. Sullivan and Curtner hold out at "N." "Dick," he is always after those hot things.

Bros. Stipp and Shine look after the art at "D."

Maley "OH," he wants to do what's right at "XD." If you get anything to do, send it to "XD."

Bros. Kneep and Connley seem to switch around considerably.

Bro. Gerstmeyer has recovered from his late illness, and is looking fine, and will soon be among us.

Bros. Davis and Kessler are the chief articles around "US."

Will cut out with Saml. Wheelers at "BC."

Foxy old boy at "BC" gets time to teach the art to a few, but somehow they don't secure jobs.

Toledo Division—

It's the same old push up on this end. I will try and line 'em up as far as I know.

Bro. Batchelder, at "FS," on his vacation.
 Bro. Burgoon, at Vaxing.
 Bros. Smith and Hoglen, at "KY."
 Bros. Franey and McNalley, at "P."
 Bros. Shank and Roe at "W."
 Bro. Mertz shows up at "RA."
 Bro. Hill, at "S."
 Bros. Odell and Leggett hold fort at "RD."
 Bro. Vieth always on hand at "F."
 Bros. Miller, McFarland, and German man the junction at "XN," with Bro. J. J. M. at "MC."
 Bro. Ford holds fort at "J."
 Bros. Lehman and Kellen seem to run "CG" and "Z."
 Bros. Heckford and Coffey, ans. "NY."
 Bro. Kemp I 13 is doing the owl act at "DS."

Indianapolis Division—

Bros. Byram, Boggs and Barnett are always looking out for new members.
 Bros. Foy and Boyd seem to hold on to Oxford.
 Bro. Gould can always be found around Palestine.
 Bro. Havens says too busy to see any one.
 Bro. McDougal can be found at "CD" ticket office. Success, "D."
 Bro. Radefer, where are you, "R."
 Bros. Robeson, Shull and Taylor always figuring on getting to meeting, but never connect. Start week ahead of time, Brothers.

Cincinnati Division—

I am not very well acquainted with all the boys on this division, but will try and line them up.
 L. R. F. at "Z."
 H. N. Wagner, at "MG," nights, with T. H. days, and D. E. as agent.
 J. O. R. at "D;" he is an early bird.
 Crider and Hochstadler at "F."
 A. S. R. at "BR."
 E. F. S. at "BK."
 Wenk at "DG."
 Bartman and Kennedy at "3."
 Wiley ans. "J" once in a while.
 Surface does the act at "G."
 Caddy at "Q." Very hard to get.
 Hunbargar has left us, and is now with the D. & R. G. Success to you, John.
 Day has completed his course at "KD." Sorry to see you go, "D."
 Truly has returned to work at "KD," after a long illness. I see he still has that arm.

Div. Cor.

Missouri Pacific Railway.*St. Louis Section—*

Bro. Soots, of St. Paul, has returned, after spending some time on his vacation. Unable to learn where he spent it.
 of our popular first trick dispatcher), at Valley Park, and Bro. Brooks, late of the Wabash, at Etlah.

A ballast train put on between Yeatman and Chamois, that keeps Haub and Soots jumpin'.

Valley Park and Etlah, night offices, recently re-opened permanently, with young Carroll (brother Good business on the M. P. Several of the trainmen have been "set up."

Bro. Scott, of "GR," St. Louis, nights, has resumed work after spending two weeks' vacation in the East, Bro. Wilkes, of Washington, relieving him.

Mr. Egan, from some Eastern road, is doing the "owl" at Pacific. He promises that we may call him Brother in a short time. Understand Bro. Tobias, of New Haven, will relieve him, soon as as our chief can find a suitable man for "MU."

Bro. Gross, from the "block," is working nights at Washington, while Bro. Edwards and wife are enjoying the fall festivities. Jesse recently married Miss Helen Wines, of St. Louis, a most popular young lady of St. Louis south side society. We congratulate the young people, and wish them a happy future.

Bro. Wilkes and wife, of Washington, have returned, after spending three weeks at Chautauqua Lake, N. Y. While away, they saw the great Niagara from both sides.

Mr. Price, nights at New Haven; can't say whether a Brother or not.

Died—October 5th, infant son of Bro. and Mrs. Huey, of Labadie. We extend our sympathy.

I have read a great number of articles in our worthy paper on the subject of "Express Commissions," but have never seen a line in regard to commissions on Western Union receipts. Most lines allow their managers to per cent on receipts and pay a messenger. Unfortunately we do not come under that head. On the contrary, we are compelled to handle the funds, make deliveries of all messages, and not receive one penny for the trouble and inconvenience.

JAMESEY.

At Bismarck, we find that it is solid O. R. T., with Bro. Hitzman, day and wire chief, and Bro. Cheatham, "NS," second trick, Bro. Seitz, "X," night trick.

Iron Mountain, Bro. Homan. Ed. is laying off, with Opr. Downer relieving him.

At "MB," sorry to say, both "nons," "RA" and "B," but hopes are good for 'em.

At "B," Bro. W. Parmy, agent, and Bro. Bandy, nites.

At Arcadia, Bro. Curry holding on to the pushers at night, and arguing politics for Dockery.

At Hogan, Bro. Bisch and wife. Bisch says stock dealing is good biz at present. Think he is going into the goat raising, as he has a good but-ter to commence with.

At Annapolis, Bro. Butler is backdays, and a new man on nites.

At Gad's Hill we find the old originals, Gibson and Riggs.

At Piedmont, Brother Paul Jones, "the navigator," as day man, owing to Bro. Tucker's misfortune, and a new man as nite owl.

At Leeper, S. B. Allison, who is mourning the loss of his pug dog, who committed suicide a few days ago by letting No. 51 hit him. The pug was jealous of the baby, as he missed the old affections before her arrival.

At Mill Springs, Bro. L. D. Randall is laying off, account sickness, and Allen Matthews in his place.

Williamsville, as usual, Bro. E. L. Clenenger, agent, and old "D" nites.

At Hendrickson we find G. W. Thompson, agent, and E. G. McMinn, who has recently asked for application into the fold. Ed., we will expect you the 15th.

At Poplar Bluff, Hon. R. S. Wilson days, and the old bachelor, Bub nights. Bub says his list of visitors is decreasing of late.

CERT. 927.

Lexington & Southern Division—

Everybody dead on this pike. No discernible signs of life, except the occasional jacking-up we hear the nons getting, and the frequent question, "How are you going to vote?" It seems the matters concerning the coming national election have cast a shadow over everything but politics. We should not entirely forget our duty to our organization, but, even when such absorbing topics are before us as "paramount issues," we could well remember we have issues and troubles of our own. The decreasing non is the issue paramount with us, and we must wake to the fact it takes work and attention to keep him on the decrease.

A good many changes of late on the L. & S.

We regret the absence of Bro. A. N. Wickham from Nevada "X" office, resigning to enter the real estate arena, Carthage, Mo. Best wishes and luck go with you, Bro. W.

Bro. Campbell, Butler, days, relieves Bro. Wickham.

Mr. Sparks, recently employed in a Butler bank, takes Bro. Campbell's place there for the present.

Bro. Kipp, "X" nights, resigned to accept position with "Katy," Denison, Tex. Hope "K" likes that new job. Regret to lose him from L. & S.

Bro. Ferguson, of Carthage, assumes night duties at "X." Have not learned who sleeps at "CF" since "A" dropped the cinch.

Bro. Bert Johnson, Rich Hill, days, has accepted position with D. & R. G., in Colorado. While we greatly miss you, Bert, we are glad you have secured a position where you can enjoy the vigorous climate of Colorado, and regain somewhat your former health.

Bro. Calhoun, of Butler, nights, goes to Rich Hill days.

Bro. Jacobs, owl at Rich Hill, is enjoying a much needed rest. A Mr. Gross performs duties somnambulist and telegraphic during Mr. Jacobs' absence.

Mr. Gooding, nights at Butler, for the present.

Mr. D. Dale, agent Panama, is laying off until Bryan is elected. Mr. D. C. Reel, late of Pacific, Mo., is relieving Mr. Dale. D. C. R. is a prospective member of Division No. 31.

S. E. Brooks, nights Panama, has just returned to his regular *lunch*, reporting a good time, and some new conquests among the fair sex. How about that case at "G," "DR?"

Bro. Taylor, days, Panama, never catches up on that car report. We are told he has a girl on the brain. He claims one of the finest will soon be walking and talking at his house. Ha! How about it, Taylor?

Bro. Crow, agent for some time past at Irwin, Mo., has resigned to go on extra list.

Mr. M. B. Keller, agent Yale, Kan., goes to Irwin. He needs a few blanks and some inducements to line up. Bro. Clark, late of M. K. & T., is relieving the regular owl at Archie.

There are some "nons" on the L. & S. rolling in luxury compared to former positions who would prove their appreciation of the good work manifest by at least making an effort to become affiliated with the workers for the good of our cause. Our latch string is out, and they are earnestly requested to give it a yank, and thus assure us of their intentions to become members at an early date.

Yours for the good of the cause,

CERTS. 745 AND 809.

Northern Pacific Railway.

Yellowstone Division—

We are waiting anxiously to hear from the conference of our committee with the officials of this line, in St. Paul. There may be some doubt on the part of a few "nons" as to our being able to accomplish anything favorable at this season of the year, but we of the O. R. T. all feel and believe the result will be more or less gratifying. The action was needed, and to defer it would have proved more or less unpleasant in the end. The move was taken at such a time that it should be above criticism, and showed plainly that the O. R. T. wished to be fair. It was simply a business proposition made at a time when the chances were equally favorable to the O. R. T., or this company, and not made at a time when the N. P. could not help themselves, as so many of the "nons" seemed to think would be proper.

It will be a good thing for our Brother telegraphers, not of the O. R. T., to learn there is such a thing as honor amongst the Brethren of our organization on the N. P. that prevents us from resorting to the "tactics" of an Apache Indian or a Filipino to enable us to accomplish our ends, and that we have views something higher than to organize for a "strike" alone.

The O. R. T. is inevitable on every railway in the U. S. in time, not so far distant. Fighting it will do no good; it may hinder, but the cost in the end will be greater than the amount asked for in wages. The result will be "O. R. T."

When cheap labor is to be had in prosperous times, like these, it indicates a want of intelligence or of honesty, or both, on part of the employe. The employes of the N. P. Ry. have helped to make the wonderful success of the present management possible. In the future, experience of the employe, coupled with a certain amount of that "grey

matter" in the proper place, will be found the thing required; wages a secondary consideration if the work is only properly done.

This management is after no cheap labor. They only ask "value received." We can give it. Mr. Mellen will think none the worse of us for asking the increase of salary. He is no "cheap" man himself, nor are we.

CERT. 42.

Erle System, Div. No. 42.

Susquehanna Division—

Opr. Ralph Robinson, night man at "QP" tower, has left the East end, and is now working on West end at "UO" tower.

Opr. B. Brazee, of Canisteo, days, now at "BT" interlocking tower. Glad to see you back on East end again, "B."

Extra Opr. D. L. Cole has secured regular job at "QJ" tower, nights.

Opr. Johnson, of "BT" tower, now working at "JB" tower, nights.

Opr. Collins, of "JB" tower, is holding down "MJ" tower nights.

Opr. J. Doane, of "MJ" nights, has secured the vacancy at Cameron, nights.

Work has been commenced at "GY" tower at Kirkwood, passing track to connect up the switches with the tower.

Station Agent Wilson, of Campville, has returned from vacation, relieved by extra agent Crawford.

CERT. 291.

Cincinnati Division East—

Everybody is glad things are now settled, and we thank our delegates for their part in settling it. With the present officers in charge, there is every reason to believe we will prosper more than ever, because of the placing of the Order on a more business-like basis. Let us all assist in building up a grand and meritorious Order.

Bro. T. A. Murphy and wife, of Cleveland, stopped off from train 3 to train 1, on their way to convention, to see Bro. Russell, at Akron. The important thing about their stop was their ride in the automobile patrol wagon, the only thing saved from the recent riot. It had just come in from a run, and one of the policeman insisted that we should get up inside and look at it. While there, the operator turned on the "juice," and away went we. As we sailed along the pavement, many were the sighs for we poor critters who had been nabbed, as they supposed.

Bro. Geo. C. Weddel, of "YD" tower, nights, Akron, got "BX" tower (Galion) regular. Opr. J. E. Broyles got "YD" tower nights regular.

Bro. S. W. Cunningham, of Sherman, off month of October, extra agent Stokes relieving. Sam Geisinger, Sherman, nights regular.

Bro. Tom Shea has the clerkship at Wadsworth steady now. At least his job nights has been advertised.

Bro. W. H. Todhunter got "RT" tower (Galion) days. This tower was originally at Riblet Siding, but is now at east end Galion yard.

Opr. Nowell, working Creston nights extra.

Bro. Ryan laying off sick, Opr. Mullinaux relieving.

Opr. Burton, at Martel, sick with typhoid fever. Opr. Wise in his place.

Opr. Randall, who has been in hospital at Columbus, with typhoid fever for several months, is around again. Opr. Allen has been working his place at "SK" tower (Mansfield).

"Trilby" Tracht wants "RT" tower nights, and will probably get it.

Meadville Div. East—

The second meeting of the members of the Meadville Division East was held in Maccabee Hall, Jamestown, N. Y., Saturday, October 27th, at which there was a very good attendance. There is great interest being taken in these meetings, and the way the applications are coming in, we will soon be able to report the Meadville Division solid. The missionaries are meeting with great success on this division. The report of the special session was taken up, and was very satisfactory to all.

Miss Shields, regular day operator at "WC" tower has been working in "UK" office few days, Bro. Broderick doing the day work at "WC," while Ex. Opr. McElroy performed the owl act.

Day Opr. Cole, at Red House, has been absent a few days, account sickness, being relieved by regular night operator Stafford, of Falconer Jct., Ext. Opr. Holmes doing the night trick at Falconer Jct.

Bro. Johnson, of Steamburg, was absent a few days, account other business, Ext. Opr. McElroy relieving him.

Regular night operator Sherman, of Steamburg, was off few days, account sickness, Ext. Opr. Lewis doing the night trick.

Bro. Hayes has been doing the day work, and Ext. Opr. Rischell the night work, at "JN" Tower during Bro. DeWitt's absence to attend the special session of the Grand Division.

Bro. Helm, of Lakewood, has resigned his position as agent and day operator, to accept a more responsible one in other business. Success and best wishes to you, Bro. "G," from the Brothers of Division No. 42.

CERT. 404.

Grand Trunk Railway.

Tenth District—

While we hear very little of the O. R. T. doings on the G. T. Ry. through the columns of our journal, I think we have cause to congratulate ourselves on the progress we have made during the past year. We have added many members to our Order, and are now in very good shape to press our demands for better remuneration upon the management.

The O. R. T. has been of great benefit to us; it stepped in, when the future seemed hopeless, so

far as telegraphers were concerned, and gave us advantages in the way of shorter hours and better pay, that we never dreamed of before.

There are none of us, however, lukewarm in our feelings toward the Order. Who would wish to go back to the conditions prevailing on this railway previous to the granting of the present schedule? I need not recall any of our former grievances. We were without rights of any kind, but while things have vastly improved, there is still great room for further improvement.

We all know that the company is not living up to the agreement in many points, especially in the case of relieving operators, and regarding overtime.

We know that since the granting of our schedule the cost of living in this country has greatly increased. The earnings of the railways have increased beyond all expectations. We should get a share of that increase, and it is nobody's fault but our own if we do not get it.

We are still classed as the lowest paid telegraphers in Canada, not a very enviable position to hold, but if we are satisfied with it, the railway management have no kick coming.

I think next January is the right time to revise the schedule. If money is required, let us raise it, and put ourselves on a level with the telegraphers on the C. P. and I. C. Rys.

To every member who reads this, I would say, Wake up! Shake yourself! Back our committee by both words and money. Tell them that you want more wages, and that you are willing to pay for getting it, and, committeemen, get ready to present a new schedule. Tell us how much money is required, and I feel sure it will be forthcoming.

Rumor says we are to lose Mr. Hays, our General Manager. He has been most successful in his management, but some of the credit for this is due to the great expansion of Canadian trade, which has kept all of our railways very busy, and also to the support given him by the employees.

Mr. Hays will hold a place in the memory of the G. T. telegraphers.

Rolling stock is at a premium. Surely the Canadian railways are reaping a rich harvest.

Very few changes among agents and telegraphers. All working, and extra help very scarce.

The half-tones of our representatives show up well among those of the delegates to the convention. We are anxiously waiting for a report of their work.

A number of new men being employed.

It is pleasing to see an O. R. T. button on many of their coat lapels. Keep after them, in season and out of season.

Yours in S. O. & D.,

TELEGRAPHER.

Louisville & Nashville Railroad.

Mr. Yates, day opr. at North Block, Central Covington, was struck by a race train which was going to Queen City race track, October 16th, which proved fatal. He was removed to St. Elizabeth's Hospital, Covington, where he died, at 7 a.m. following morning. He was formerly night operator at Richmond, Ky., only being at North Block a few months. He was about twenty-four and single. I understand he was delivering a telegram to a yard engine, when race train dashed in, unexpectedly to him. I have heard it said that the operator has from ten to fifteen switches to throw at that point by hand, with the exception of one which is thrown by lever. It's very sad to think of this young man being taken away so suddenly. The writer has the deepest sympathy for his relatives.

A great many operators have had their say about express business, and I will make mine in a few lines. I don't refer to every express company, as I only work for one, and if there are any great favors shown by this company, I have failed to find them. Here is one little experience I have had: I estimated the weight of a calf one day, and shipped him. You see it was necessary for me to estimate the shipment, as no scales had been furnished. However, a few days later I got an expense for \$1.15. I fired it back, asking agent to try to collect there, but no good. Wrote to superintendent; no good. That meant, go down in my jeans. On several occasions I have paid little amounts, something on same order.

Referring to the bonds, these premiums should be paid by the express company. The railroad company I work for pays our premium. Why don't the express company? If we make an error of one cent in our accounts, the railroad company gives it back to us. Does the express company? I don't think any railroad is anxious for their agents to handle express business, as it takes more or less business from the former. There is no question about that in regard to handling money. I have handled probably two or three hundred a day in money order business at times. I got six cents for every \$50. The responsibility alone, without a safe, is worth much more, besides the work. I will not make enough out of express, month of September, to pay my premium. You can see by that there is more work than money.

CERT. 421.



Selected

PRIVATE DENNIS HOGAN, HERO.

ON Thanksgiving Day, 187-, Private Dennis Hogan, Company B, Twenty-ninth United States Infantry, the telegraph operator at Fort Flint, Montana, sat in his dingy little office in the headquarters building, communing with himself and cursing the force of circumstances that had made him a soldier. The instruments were quiet, a good thanksgiving dinner had been enjoyed, and now the smoke from Dennis' old T D pipe curled in graceful rings around his red head. He was an extraordinarily good operator. But, some eighteen months before, he had arrived at St. Louis "dead broke;" and finding all the telegraph positions taken, and promising, apparently, to remain so eternally, he had desperately enlisted in the army. The three months of recruit training well-nigh wore him out, but he stuck to it, and two months later he was detailed as telegraph operator, vice Adams of Company G, discharged.

At four o'clock on the afternoon in question he was aroused from his reverie by the sounder calling "FN" vigorously. He answered, and this is the message he took:

DEPARTMENT HEADQUARTERS,

ST. PAUL, MINN., November 26, 187—.

Commanding Officer, Fort Flint, Mont.:

Sioux Indians out. Prepare your command for instant field service—thirty days' rations, two hundred rounds of ammunition per man. Wire when ready. By command of Major-General Wherry.

SMITH,
Assistant Adjutant-General.

Dennis was messenger boy as well as operator, and without waiting to make an

impression copy he grabbed his hat and flew down the line to the Colonel's quarters. That worthy was entertaining a party at dinner, and was about to lecture Hogan for delivering the message to him instead of to the post-adjutant, but a glance at the contents changed things, and in a moment all was bustle and confusion.

At eight o'clock that night Colonel Clarke telegraphed to his chief that his command was ready, and at midnight he received orders to proceed the next morning at daylight by forced marches up to the junction of the forks of the Red Bud, take position there and intercept the Indians should they attempt to cross. Two regiments from the northern posts were to reach there about the same time, and the combined strength of the three commands was supposed to be sufficient to drive back any body of Indians.

Now, Hogan wasn't of much note as a garrison soldier, but when an opportunity for a real fight presented itself all the Irish blood in his nature came to the surface, and, after much pleading and begging, he was allowed to join his company. He was in great glee, and soon had his kit all packed. Two weeks before he had been out repairing the line, and when he returned to the post he had left a small pocket instrument and a few feet of wire in his haversack. He saw these things now and was about to remove them, but something impelled him to take them along.

The next morning, as the first dim shadows of dawn stole over the snow-clad earth, the gallant Twenty-ninth, 500 strong, swung out on its long tramp. From out half-closed blinds on the officers' line gazed

many a tear-stained face, and on "Soapsuds Row" many an honest-hearted laundress bemoaned the fate that parted her from her "auld min."

The weather turned bitter cold, and after seven days of the hardest kind of marching the Twenty-ninth reached and crossed the Red Bud just below the junction of the forks. A strong position was taken and every disposition made to prevent surprise. The expected reinforcement would surely come soon, and then all would be safe. But the next day passed with no sign of the reinforcement. That night queer-looking red glows were seen at intervals on the horizon—north, west, and east on the north side of the river, and, to the south on the other side. Colonel Clarke was old and tried in the business of Indian warfare, and well did he know what these fires meant—Indians, and many of them, all around his command. His hope was that the two regiments still to arrive would strike them in rear while he attacked them in front.

The next morning first one, then two, three, four, a hundred, a thousand figures, mounted on fleet-footed ponies, appeared silhouetted against the clear sky, and it was not long before the little command found themselves completely hemmed in by a much superior force. Slowly they drew their lines closer, and by eleven o'clock a battle had begun.

"Husband your fire, men. Don't shoot until you have taken deliberate aim and can see the object aimed at," was the word passed along the line by Colonel Clarke.

From behind hastily constructed shelter trenches the soldiers fought off the encircling band. As the firing of the Indians continued it became more and more evident that every avenue of retreat was shut off. And where was the reinforcement? Why did it not come? Was this to be another Little Big Horn, and were these brave men to be slaughtered like the gallant Seventh Cavalry under Custer? As long as his ammunition held out Clarke knew he could keep the Indians off, but after three days of hard fighting, resulting in the loss of many men, the situation began to be desperate. Fires could not be lighted, and more than one brave fellow was killed

while filling the canteens at the river's bank. Most of the animals had been shot, and many of them were being used for breastworks.

Colonel Clarke early in the evening of the third day made up his mind to ask for a volunteer to try and get beyond the Indian lines, make his way to Fort Scott, sixty miles distant, and seek reinforcements there. Six troops of the Eleventh Cavalry were stationed there, and if all went well, in three days' time they could be at hand. The word was passed along the line, and met with many responses. As the Colonel was about to choose First Lieutenant Jarvis, Hogan appeared before him, saluting with military precision, and said:

"Beggin' your pardon, Colonel, I think I can tell ye a better way. The telegraph line from Scott to Kearney runs just twenty-five miles beyant here to the south'ards. Up at the end of our line, on the other soide of the river, is a deep ravine. If I can get across with a good horse and slip through the Indian lines on that soide I can, by hard riding, reach this line in two or three hours. I have a pocket instrument with me, and can cut in and ask for reinforcements from Fort Scott. If the line is down I can continue on to the post. Please let me try it, Colonel. Lieutenant Jarvis has a wife and two children and his loss would be felt, while I—I haven't any one, sir; and besides I'm an Irishman, and, you know, Colonel, an Irishman is a fool for luck." This last was said with a broad grin.

Colonel Clarke knitted his brows for a minute, and then said: "All right, Hogan, I'll let you try it. Take my horse and start at three o'clock in the morning. Do your best, man. The lives of this command depend on your efforts. God be with you!"

"If I fail, Colonel, it will be because I'm dead, sir!"

Shortly before three o'clock the next morning Dennis made ready for his perilous ride. The horse's hoofs were carefully padded; ammunition and revolver were looked after; and he fastened the pocket instrument around his neck by the wire, so that if any accident happened to

the horse he would not be unnecessarily delayed. When all was ready he gave his "bunkie" a silent farewell shake of the hand and started.

The horse was a magnificent Kentuckian, and seemed to know what was required of him. Carefully and slowly Hogan pushed his way to a point opposite the ravine, and then, giving his mount a light touch with his spurs, he took to the water. The stream was only about fifty yards wide, and in a few minutes he was safely over and climbing up the other bank. Riding up through the ravine, he finally reached the end of it and stopped on high ground. Here he rested a minute, to see if all was well. Apparently it was; he had got safely beyond the Indian lines. He was just congratulating himself on the fact when directly in front of him he saw the dim outlines of a mounted Indian. Quick as a flash he pulled his revolver, and another Indian had gone to the happy hunting ground. The noise of the shot raised a general alarm. Hogan drove his spurs deep in his horse's flanks and was away with the speed of the wind. But a perfect swarm of Indians followed, yelling and shooting. On, on he sped, bullets pattering all about him. Whenever the opportunity offered his own revolver spoke, and more than one saddle was thereby emptied. Then, suddenly he felt a sharp, stinging pain in his right shoulder and but for a convulsive grasp of the pommel with his left hand he would have pitched headlong to the ground. But no, he told himself, he must not give up now! The lives of his comrades depended on his succeeding. An hour and a half more and he would have sent the message, and then the Indians might do with him what they could.

There now came a lull in the firing. He drew rein and listened. Not a sound could be heard. It had begun to snow, and rays of light on the eastern horizon heralded the approach of day. He had outridden his pursuers! Giving his faithful horse a grateful pat on the neck, he started on, again riding swiftly. He had come within a few miles of the line when, chancing to look back, he saw that one Indian still followed him. It was a simple case of

man against man. But, unfortunately, Dennis had now fired away all his ammunition save one cartridge. He determined not to use this one until it was absolutely necessary, and putting spurs anew to his horse, now grown pretty tired, he galloped on.

Slowly the Indian gained on him, and he saw the need of resorting to his last cartridge press nearer and nearer. He was now not more than half a mile from the line; he could see the poles. If, when the moment came, as it soon must now, the God of Battles would guide his bullet in the right direction, his message could be sent and his comrades rescued. But if the bullet went wrong? His wounded right arm was numb from pain, and his left not of the steadiest. He pushed on resolutely, getting still nearer to his goal. Then crack went a rifle, and a bullet whizzed by his head. "Not this time, ye red devil!" shouted Dennis defiantly; and there whizzed by a second. Dennis dropped off his horse, and wheeling quickly about flung himself on his stomach, and, taking careful aim over his wounded right arm, fired. The shot apparently went true; the Indian pitched headlong off his horse.

With an exultant shout Hogan jumped up and started for the line. Nothing could thwart him now. Loss of blood and the intense cold had weakened him so that his legs were shaky; the earth seemed going around, dark spots were dancing before his eyes; but with a superhuman effort he staggered on and was soon at the line.

The wire was strung on light lances, and if Dennis had been in full strength he could have pulled one down. He threw his weight against a lance with all his force, but to no avail. What was he to do? But sixteen feet intervened between him and the wire. The horse, when Dennis had jumped off, had run a little ways and then stopped, only too glad to rest. He was now standing near Dennis, as if waiting to be of further use. Dennis' eyes lighted on the horse-hair lariat attached to the saddle. Quickly undoing it, he tied one end with difficulty to the pommel and the other to the lance. Then he gave the horse a sharp blow. The horse pulled away, and

down came the lance. Making the connections to the pocket instrument as best he could with one hand, he placed the wire across a sharp rock and a few blows with the butt of his revolver cut it.

Private Dunn, the operator at Fort Scott, opened up his office bright and early one cold morning, and marveled to find the wire working clear to Kearney. After having a talk with the man at Kearney about the Indian trouble, he was sitting round like Mr. Micawber, when he heard the sounder weakly calling "FS." Quickly adjusting down, he answered, and this is what he took:

COMMANDING OFFICER,

FORT SCOTT, MONTANA:

Twenty-ninth Infantry surrounded by large body hostile Sioux just north of junction of the forks of the Red Bud. Colonel Clarke asks for immediate reinforcements. Ammunition almost gone. Situation desperate. I left the command at three this morning.

DENNIS HO——

Then blank—the sounder was still and the line remained open! The sending had been weak and shaky, as if the sender had been out all night. Dunn didn't wait to pick up his hat, but fairly flew to the commanding officer's quarters. The Colonel was not up yet, but the sound of animated voices in the hallway caused him to appear at the head of the stairs in his dressing-gown.

"What is it, Dunn?" he asked.

"A message, sir, from the Twenty-ninth Infantry saying they are surrounded by the Sioux and want help."

Colonel Foster read the message, and then said to Dunn: "Have the trumpeter sound Boots and Saddles. Present my compliments to the Adjutant, and say I desire him to report to me at once. Kraus"—this to his Dutch striker—"saddle my horse and get my field kit ready. Be quick about it!"

A few men had seen Dunn rushing to the Colonel's quarters and suspected that something was up, so they were not surprised to hear Boots and Saddles ring out a few minutes later on the clear morning

air. The command had been in readiness for field service for days, and but a few moments elapsed before six sturdy troops were standing in line on the snow-covered parade. A hurried inspection, and then Colonel Foster commanded: "Fours right! Trot! March!" and away they went on their sixty-mile ride of rescue. A few halts were made during the day to tighten girths, and at six o'clock a short rest was made for coffee.

The sound of the firing across the river shortly after Hogan left the Twenty-ninth was plainly heard by his comrades, and many a man exclaimed: "It's all up with Denny." But the firing grew more distant, and Colonel Clarke began to hope that Hogan had eluded his pursuers, and determined to hold on as long as he could. A hard and trying day followed. The Indians never for a moment relaxed their vigilance, and missed no opportunity to deal a blow. Toward two o'clock of the afternoon Colonel Clarke, chancing to expose himself, got a Winchester bullet through his thigh. Brave old chap! Never for an instant did he give up; but, after having his wound dressed as best it could be done, he insisted on remaining near the line. Lieutenant Jarvis received a shot in the arm. Captain Belknap, of E Company, was killed, and scores of other brave men were sent to their last reckoning. As the shades of the winter evening crept silently over the earth the firing died away, and the command settled down to another night of the tensest anxiety and watching. When would it end? Why did those northern regiments not come? Had Hogan succeeded in his perilous mission? Such were the anxious questions that the men asked themselves.

About nine o'clock Lieutenant Tracy, the Adjutant, was sitting by his chief, who was apparently asleep. Suddenly Colonel Clarke sat up, and catching Tracy by the arm, said: "Hark! What's that noise?"

"Nothing, sir, nothing," replied Tracy. "Lie down and try to rest; you need it, sir." And then aside: "Poor old chap, his mind wanders."

"No, no, Tracy. Listen, man, don't you hear it? It sounds like the beat of many

horses' hoofs. Reinforcements are coming!"

There was heard the snap of muskets; then a clear voice rang out: "Right front into line! Gallop! March! Charge!" Those sturdy chaps of the Eleventh Cavalry, true to their regimental traditions, had arrived, and, plunging in among the Indians, were now scattering them like so much chaff. The Twenty-ninth, all that was left of it, was saved.

When a little later Colonel Foster leaned over his old friend Colonel Clarke, the latter feebly asked: "Where is Hogan?"

"Hogan? Who is Hogan?" asked Foster.

"Why, Hogan was the man who got beyond the Indian lines and rode to inform you of our plight. Didn't you see him?"

"No, I didn't see him;" and Foster related how the information reached him.

A rescuing party was started out, and in the pale moonlight they came upon the body of poor Dennis lying under the telegraph line. His left hand still grasped the instrument, and the key was still open. A bullet hole in his head told plainly enough how he met his death. Beside him lay the

Indian, dead also, one hand grasping Hogan's scalp-lock, the other claspings a scalping-knife. Hogan's shot had mortally wounded him in the left breast, but, with all the vengeful determination of his race, he had still crawled forward on his hands and knees, and while Hogan was intent on sending his precious message had shot him through the head, but not until the warning had been given. Then his own death overtook him before he could execute his last cruel design of taking Hogan's scalp. Hogan's faithful horse was standing near, as if keeping watch over his late friend.

They buried Dennis where he lay, and the traveler passing over that trail will observe a solitary grave marked by a stone, on which is inscribed:

DENNIS HOGAN,
Private Company B,
29th U. S. Infantry.

He died that others might live.

[From Tales of the Telegraph, by Jasper Ewing Brady.]



Grand Division

OFFICIAL DIRECTORY.

General Offices, *St.* St. Louis, Mo.

GRAND OFFICERS:

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ADVERTISING.

All matters pertaining to advertising will be referred to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

NOTICE.

To All Members—

All Organizer's commissions, Deputy commissions and other commissions of appointment as representatives of this organization issued prior to October 10, 1900, are hereby revoked.

Those desiring Organizer's commissions, etc., for future use, should apply to the undersigned, with proper reference.

M. M. DOLPHIN,
President.

St. Louis, Mo., Nov. 1, 1900.

NOTICE.

To All Members, Mo. Pac. System, Div. 31—

Please take notice that T. W. Barron has been duly elected General Chairman of your division, and that W. F. McCullough, Larned, Kan., has been installed as General Secretary and Treasurer, vice S. C. Mahanay. Make your remittances to W. F. McCullough, Larned, Kan.

H. B. PERHAM,

Grand Secretary and Treasurer.

St. Louis, Mo., Nov. 1, 1900.

NOTICE.

To All Members of Local and System Divisions—

You are hereby requested to remit your dues direct to your Secretary and Treasurer instead of to the Grand Secretary and Treasurer, to avoid unnecessary work and vexatious delay. Where such dues are sent to the Grand Secretary and Treasurer in error, they will be returned to the Secretary and Treasurer, where they should have been sent in the first place.

Yours fraternally.

H. B. PERHAM,

Grand Secretary and Treasurer.

St. Louis, Mo., Nov. 1900.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not

confined to any particular railroad or territory. M. M. Dolphin, President, St. Louis, Mo.; H. B. Perham, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairmen. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Local S. & T., Drayton, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman, Local Pres., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m. at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Local Pres., Oaks, Montgomery, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairmen, E. T. Nickel, G. C., Amsterdam, Mo.; P. H. Williams, Local S. & T., Amaret, Mo.

NO. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Millard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Local S. & T., Wood River, Neb.

THE RAILROAD TELEGRAPHER.

- NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Asst. Local S. & T., Blue Bonnets, P. Q.
- NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local S. & T., 835 Elk st., Buffalo, N. Y.
- NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. C. B. Rawlins, Local Pres., Cold Springs, Ill., J. E. Hudson, Local S. & T., Hayden, Ind.
- NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. H. Morris, Local Pres., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.
- NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Local Pres., Orano, Me.; E. L. Keyes, Local S. & T., Great Works, Me.
- NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., at 619 6th st., Parkersburg, W. Va. P. Costello, Local Pres., Belpre, Ohio; G. J. Steurer, Local S. & T., 626 Depot st., Parkersburg, W. Va.
- NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Local Pres., 1620 Oaks av., West Superior, Wis.; D. A. Short, Local S. & T., 1620 Oaks av., West Superior, Wis.
- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Local S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shepherd, Local Pres., Alexandria, Ont.; F. S. Griffin, Local S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer; P. D. Hamel, Asst. L. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Local Pres., Niagara Falls, Ont.; B. Knight, Local S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md., Q. A. Geise, Union Station, Baltimore, Md.; J. B. Finnan, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock, p. m. W. H. Phillips, Local Pres., Cotton Belt freight office, Fort Worth, Texas; C. A. Burton, Local S. & T., 704 S. Rusk st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, Local S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. E. F. Shields, acting Gen'l Chairman, 142 S. Williams st., Dayton, O.; A. C. Bushaw, Local S. & T., 1617 E. Fifth st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; L. D. McCoy, Local S. & T., Gibson Station, I. T.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. J. A. Newman, General Chairman, Wichita, Kan.
- NO. 24, WILLIAMSPORT, PA.—Meets 1st Wednesday of each month in Wightman Block, No. 22 West 4th st., Williamsport, Pa., and on the 3d Friday of each month on third floor Postoffice Building, Main st., Lock Haven, Pa. C. E. Sturgis, Local Pres., 44 Linck Bldg., Williamsport, Pa.; J. I. Klingenberg, Local S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Local S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Men's Hall, Brunswick, Md. D. Wright, Jr., Local Pres., Brunswick, Md. C. D. Shewbridge, Local Pres., Keep Tryst, Md.; E. L. Harrison, Local S. & T., Brunswick, Md.
- NO. 27, LOUISVILLE, KY.—Division covers the Louisville, Evansville & St. Louis Railroad System. Meets subject to call of Chairman. E. P. Roach, Gen'l Chairman, Germantown, Ill.; J. B. Nichols, Sec. and Treas., Duncan, Ind.
- NO. 28, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Local Pres., 1225 Sansom st., Philadelphia, Pa.; James Hutton, Local S. & T., 1463 Wilton st., Philadelphia, Pa.
- NO. 29, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets sub-

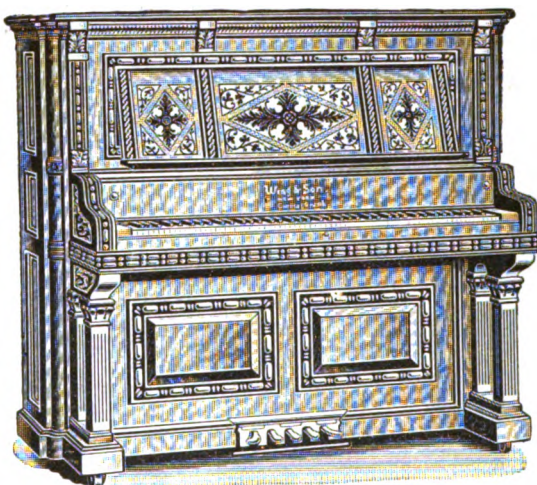
THE RAILROAD TELEGRAPHER.

- ject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. 1st. Office, Equitable Bldg., St. Louis, Mo.; Jas. F. Burnett, Vice Gen'l Chairman, 1200 W. Markham st., Little Rock, Ark.; W. F. McCullough, Gen'l S. & T., Larned, Kan.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. A. M. VanGosen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. K. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.
- NO. 36, ANDOVER, O.—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Local Pres., Williamsfield, O.; T. D. Dellman, Local S. & T., Gen. Del., Youngstown, O.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman. Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Galion, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Wednesday evening, at 8 o'clock, at Fraternity Hall, 111½ S. High st., Columbus, Ohio; L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 727 N. 3d st., Saginaw, E. Side, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 1st Wednesday evening at 8 p. m., 3d Tuesday morning at 10 a. m., of each month, Brotherhood Hall, cor. Third st. and East av., Long Island City, N. Y. P. H. Enright, Local Pres., 746 Sterling Place, Brooklyn, N. Y.; H. E. Regensburg, Local S. & T., 121 Fifth st., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coslton, Ohio; H. C. Mitchell, Local S. & T., Unipolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. S. Hill, Gen'l Chairman, Montrose, Colo.; L. A. Parkhurst, S. & T., Room 6, Union Depot, Pueblo, Colo.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B, Portland, Ore.; A. O. Sinka, Local S. & T., Box 276, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers P., B. & L. E. Ry. System. Meets subject to call of Chairman. William A. Gorton, Gen'l Chairman; B. E. Crouch, Local S. & T., Gehrton, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. H. T. McGuire, Local Pres., 256 S. Highland av., Pittsburg, Pa.; S. J. Konenkamp, Local Sec'y, 2705 Jane st., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 20 Eddy st., San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzel, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, Roseburg, Ore.; E. F. Wolever, Asst. Gen'l Chairman, territory west of El Paso, Texas, Boewawe, Nev.; W. R. King, Asst. Gen'l Chairman, territory east of and including El Paso, Texas, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View, Sta. L., San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. F. J. Quinlan, Gen'l S. & T., Townsend, Mont.
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; J. W. Girt, Local S. & T., Navarre, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; G. C. Morgan, Local S. & T., Hearne, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3 floor Western Union Bldg., 3d

THE RAILROAD TELEGRAPHER.

- and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemoor, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacook, N. H.; J. C. Miller, Local S. & T., 46 Summer st., Chelsea, Mass.
- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Local S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Local Pres., Causapcal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. J. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnelton, W. Va.; E. J. Shaugnessy, Local S. & T., Grafton, W. Va.
- NO. 66, TRURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d and 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m. at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Local Pres., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m. at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Offices, Ogden, Utah; C. N. Custead, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; D. G. Hurley, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m. at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday evening of each month at 8 p. m. on 4th floor Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 526 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av. 3d floor, Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; J. P. Mercer, Local S. & T., East Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago and Northwestern Railroad. Meets subject to the call of Chairman. E. R. Cram, Gen'l Chairman, Sugar Bush, Wis.; C. A. Ransom, Local S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers the New York, New Haven and Hartford Railroad System. Meets subject to call of the various Chairmen. John W. Allen, Gen'l Chairman, No. 7 Weir st., Taunton, Mass.; D. W. Dean, Local S. & T., Box 226, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Col.; J. C. Fritz, Gen'l S. & T., Cascade Canon, Col.
- NO. 82, NEW YORK.—Division covers the Delaware, Lackawanna & Western Railroad. Meets subject to the call of the Chairman. H. W. Raymond, Gen'l S. & T., Binghamton, N. Y.
- NO. 83, BANGOR, ME.—Division covers the Bangor & Aroostook Railroad. Meets subject to the call of the Chairman. F. B. Gallant, General Chairman, Ashland Junction, Me. B. E. Webber, Gen'l S. & T., Old Town, Me.

THE WING PIANO



STYLE 29.

CONCERT
GRAND
UPRIGHT.

No other Piano made equals this in style and design of case.

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THE INSTRUMENTAL ATTACHMENT imitates perfectly the tones of the Mandolin, Guitar, Harp, Zither and Banjo. Music written for these instruments, with and without piano accompaniment, can be played just as perfectly by a single player on the piano as though rendered by a parlor orchestra.

Every Wing Piano is guaranteed for twelve (12) years against any defect in tone, action, workmanship or material.

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Hundreds of Railroad Men have bought the Wing Piano—READ THESE:

The piano I received from you about eight months ago is in perfect condition and has given good satisfaction in every respect. I can cheerfully recommend the Wing piano to any one wishing a good piano and on terms that should be satisfactory to any person. Hoping that others are as well pleased with their pianos as I am with mine, I remain,
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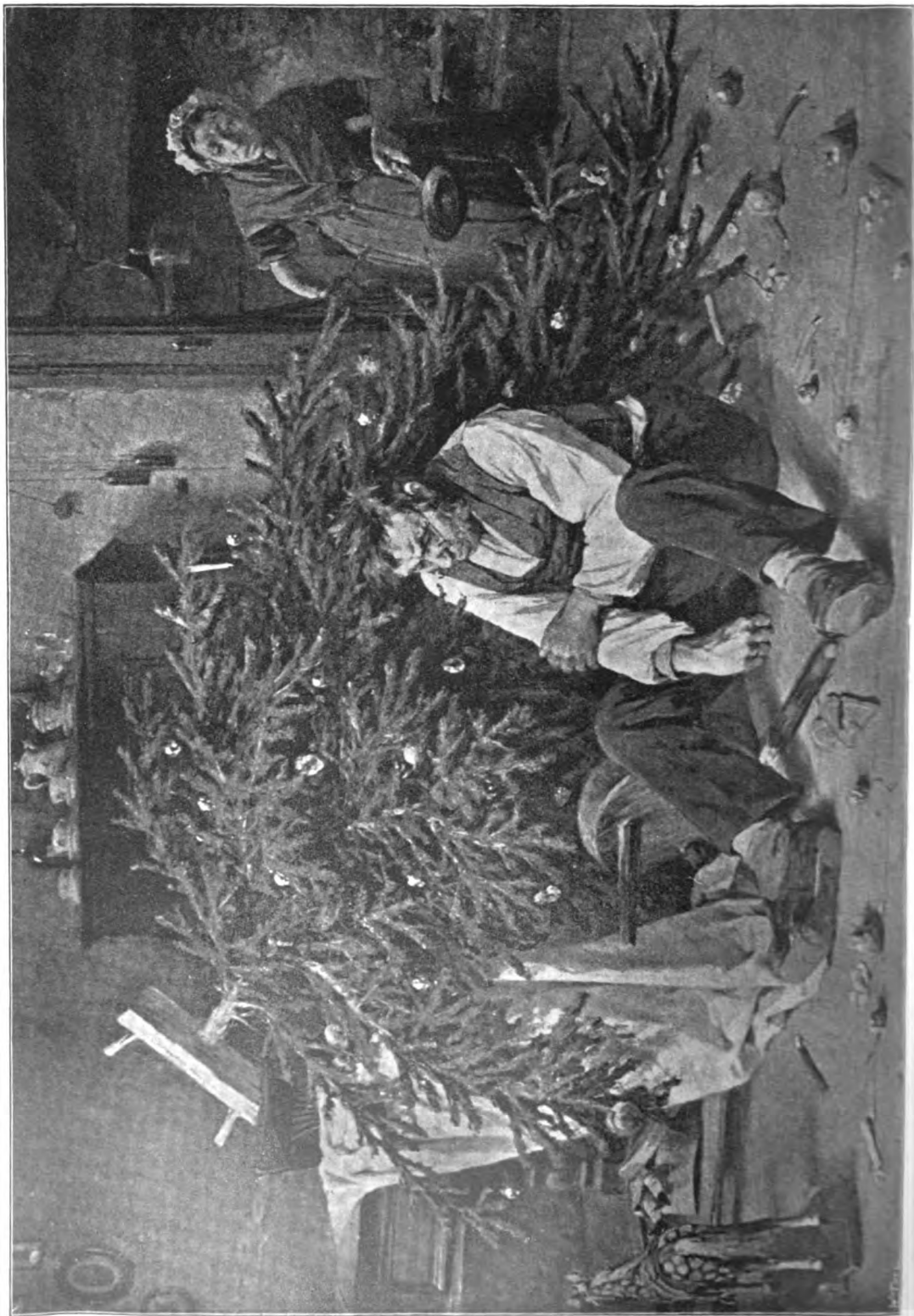


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EDITORIAL

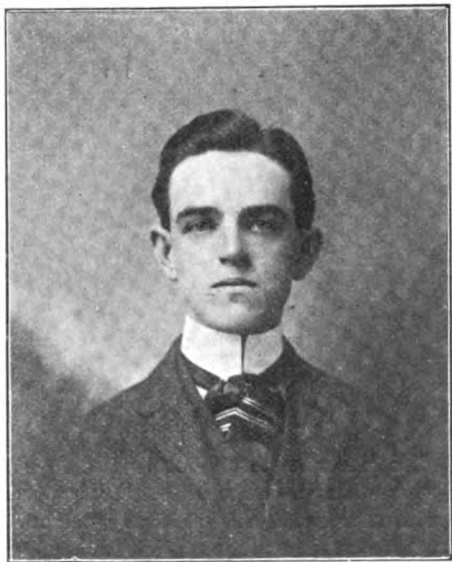
JUDGE LOWELL'S CHARGE TO THE JURY IN THE GALLIGAN CASE.

AS stated in our last issue, the trial of Hugh J. Hill, Chief Train Despatcher for the N. Y., N. H. & H. R. R., at Taunton, Mass., for discriminating against Bro. Peter J. Galligan, on account of his membership in the Order of Railroad Telegraphers, resulted in a hung jury, and the case is to be tried again. In Judge Lowell's charge to the jury, there are many points of interest, especially to workingmen who are bent upon framing laws or seeing that their law-making representatives act in an intelligent and impartial way. The transcript is an educational document, and as the subject-matter deeply concerns the future welfare of railroad men generally, the charge is given verbatim.

A careful perusal of the following will amply repay the man who is in the habit of doing his own thinking:

MR. FOREMAN AND GENTLEMEN OF THE JURY:—The general principles that govern your attention in this criminal prosecution are the same as those which I have explained to you in the other trials which you have served upon during this term. In this case, as in those, you are to take your instructions concerning matters of law from the Court; and you are the judges, and the sole judges, of matters of fact. But the proportion of legal considerations to considerations of fact in this case is somewhat different from that which it has been in the other cases you have tried. The other cases you have tried, if I remember rightly, have been cases in which pretty much the only questions of importance were questions of fact. The law was simple, was undisputed; and there was very little occasion to dwell upon it or to instruct you concerning it. You had simply to pass upon one or two issues of fact, and that

was about all there was in the case. Here the considerations are different. The legal questions involved in the interpretation of this statute are important, they are interesting, they are difficult; and they are presented, so far as I know, for the first time. A grave responsibility rests upon the judge in interpreting the statute and in instructing you concerning it. But with that responsibility you, as jurors, have nothing to do. In the complicated legal considerations involved in this case, as in the entirely simple considerations of law involved in the other cases, you are



PETER J. GALLIGAN.

bound to take the instructions of the Court. That does not mean, as I have explained to you in some other cases, that the Court, or that I in the first instance, am at all infallible, and that I may not make mistakes in interpreting the law to you, and that your verdict, following, as you are bound to follow, my instructions concerning the law, may not be erroneous. What it does mean is, that, so far as the purposes of this trial are concerned, you are bound to take the law from me. If I err in a matter of law, I can be corrected and shall be corrected by a higher tribunal before whom my rulings in law can be brought; while if you err in passing upon

the issues of fact, if you err by confusing questions of law and questions of fact, there is no possibility of reviewing your decision. In this case, therefore, and in the complicated considerations of law which it presents, just as in the simpler cases which you have tried before, so far as the purposes of this trial are concerned, you are to take the law as I give it to you.

Now, this is a criminal prosecution, like those you have been concerned with before; it is an indictment found by the Grand Jury in the usual way, against the defendant Hill. You are trying Hill here, you are trying Hugh J. Hill, an individual indicted by the Grand Jury for a certain offence which I shall explain to you later. But it is important that you should bear in mind that it is Hugh J. Hill who is indicted and whom you are trying, and not the New York, New Haven & Hartford Railroad Company, or Mr. Ackley or Mr. C. Peter Clark, or anybody else. Mr. Hill is the defendant, he is the man you are trying; it is upon his guilt or innocence, and upon his personal guilt or innocence, subject to the corrections which I shall later give you, that you are to pass.

In this case, as in all other criminal cases, you start with the presumption of Mr. Hill's innocence, a presumption which belongs to every man brought to trial that he is innocent until he has been proved to be guilty, beyond a reasonable doubt. You are to presume, therefore, in this case, as you were to presume in the other cases you tried, that the defendant is innocent. You are to start with that presumption, and that presumption is to abide until he has been proved guilty beyond a reasonable doubt. And a reasonable doubt in this case means precisely what it meant in those other cases, a doubt which will affect the judgment, mind and conduct of a reasonable man, of such reasonable men as you are. To find the defendant guilty, you must be satisfied of his guilt beyond a reasonable doubt.

Passing from these general considerations to the particular indictment and the facts alleged therein, and the crime alleged therein, you know that this indictment is based upon a statute of the United States.

The defendant is not here tried for one of those crimes which have been recognized to be crimes for years or for centuries, such a crime as assault and battery, larceny, murder and the like. He is tried because it is alleged in the indictment that he has broken a statute of the United States. So far as you and I are concerned, there is no difference between the one class of crimes and the other; if a man offends against a statute of the United States, he is just as guilty—I do not mean that he may have committed so serious an offence, that is a matter with which you need not deal, that is a matter for the Legislature to determine; but I mean that he is guilty, that his guilt is to be judged by precisely the same considerations as if he were accused of an offence which has been recognized to be a crime for generations or for centuries. As the affairs of men grow more complicated, crimes are defined, and matters are made crimes which were not considered crimes before. That is a matter for the Legislature, that is a matter for the people, speaking by the Legislature, to determine, and is a matter with which neither you, on the one hand, nor I, on the other hand, have any right whatsoever to concern ourselves.

This defendant is indicted for having offended against a statute of the United States passed by the Congress of the United States. That statute, as you know, concerns railroads employed in inter-state commerce, and labor organizations. Those are two of the matters with which this statute is concerned. Now, I hope I need not tell you, I feel sure I need not tell you, that what your individual opinion is concerning railroads in general, or this railroad in particular, if you should happen to have, any of you, any opinion concerning this railroad in particular, or what opinion you may have concerning the wisdom or unwisdom, the righteousness or unrighteousness, the desirability or undesirability of labor organizations, is a matter with which you are not to concern yourselves in the least. Your duty as jurors, like my duty as judge, is to take the statute as Congress passes it. If you or I think this statute is an eminently wise one and

think that the principles involved in it should be carried farther, for example, it is not for you or for me to consider that, and you or I do gravely wrong if we should strain the fair interpretation of the statute, or the facts as testified to, one jot or one tittle. We are limited by the statute. And, on the other hand, if you or I think this statute is a wrong statute, and is a statute which should not have been passed, if you or I would have voted against it if we had been in Congress, if we should seek to have it repealed, we would be entirely within our rights in seeking to have it repealed, as citizens. But so long as you sit as jurors and as I stand here as judge, we must take the statute as it is; it is not for us to consider, it is not for us to think about, it is not for us to let the matter enter into our minds, of the wisdom or unwisdom, the fairness or unfairness of this statute. Be it as fair as anything can possibly be, we are not to strain its provisions. Be it as unfair as any individual has the right to think any statute to be, we are to enforce it so long as it stands, precisely the same.

In considering this statute, considering its provisions, considering the evidence, you have been assisted, as the Court has been assisted, by the careful, able, elaborate presentations of counsel. Upon a good many matters in the interpretation of the statute, they agree. Other matters are in dispute; and it is to those points in dispute that I wish especially to address myself.

In the first place, in this statute, I have to deal with one of the definitions of the statute. This statute in general says it shall be a crime to threaten an employe of a certain sort with dismissal because he belongs to a labor organization, or to discriminate against him because he is a member of a labor organization: "shall threaten him with loss of employment or shall discriminate against him because he is a member of a labor organization." It is not every employe, however, who comes within the purview of this statute. Congress has permitted in regard to certain employes, what was permissible in regard to all employes before the act was passed, so far as I know, that a railroad should discriminate. It is

forbidden to discriminate only in the case of the employees who are "actually engaged in any capacity in train operation or train service of any description," or in "railroad train service." That is to say, if Galligan had been, for the sake of illustration, a clerk employed in the auditor's office or a book-keeper employed in the auditor's office, I should have instructed you that he was not engaged in railroad train service; and therefore if the railroad had discriminated against him—or rather I will not say if the railroad had discriminated against him, because we are not considering any discrimination by the railroad as such, but if the defendant Hill had discriminated against him, you would have been compelled to find that the defendant was not guilty, because Galligan in that case would not have been an employe engaged in railroad train service. But such was not the employment of Galligan. I use that merely as an illustration. And, upon that point, that you may have a definition of the meaning of the words "railroad train service" or "train operation" or "train service of any description." I instruct you thus:

If Galligan, in the regular course of his employment, took from the telegraph instrument messages communicating to the train dispatcher's office the arrival and departure of trains, and in so doing, when occasion required, communicated those messages to the train dispatchers, thereby enabling them in person or by direction to transmit by telegram orders directing the movement of the trains, in accordance with which the trains were operated, then, if you find that that has been proved as a fact, Galligan was engaged in train operation or train service within the meaning of the statute, even though the performance of such duties occupied but a portion of his time. I do not mean to say that if Galligan once in his life or in the period of his employment, on some occasion of extraordinary emergency, had been for five minutes called to do something of that kind, he would have been, six months later, having been employed in merely clerical service all the time in between, fairly considered as one engaged in railroad train service. But what I do mean is, that if

that work which I have just mentioned to you formed a part of his ordinary duty, although it did not form the whole of it, although it did not even form the larger part of it, but if it formed a part of his ordinary duty, then I instruct you, as matter of law, that he was an employe engaged in railroad train service, and as such, within the purview of this statute, such an employe as could not be threatened or discriminated against by reason of his membership in a labor organization.

You must be satisfied, in order to find the defendant guilty, that the witness Galligan was employed in railroad train service within the definition which I have given to you. You must be satisfied of that beyond a reasonable doubt. If you are satisfied of that beyond a reasonable doubt, you may dismiss that portion of the case from your further consideration and proceed to the consideration of other matters to which I shall now call your attention. If, on the other hand, you are not satisfied beyond a reasonable doubt that Galligan was engaged in railroad train service within the meaning of the definition of it which I have given to you, then you will find the defendant Hill not guilty, without further consideration.

Now, supposing—and you will understand I am not in the least indicating what your verdict shall be on any matter of fact, but supposing you are satisfied beyond a reasonable doubt that Galligan was engaged in railroad train service, we then come to the latter part of the statute which makes it a criminal offence for any officer, agent or receiver of a railroad—and I instruct you, as matter of law, that the defendant Hill was such agent of an interstate railroad, so that you may lay that aside entirely from your consideration—make it an offence for any agent of a railroad to threaten an employe with loss of employment or unjustly discriminate against him because of his membership in such organization.

Now, this indictment contains substantially two charges, though there are four counts. One charges unjust discrimination; and, as the fact of unjust discrimination, it charges a discharge of Galligan.

The other offence alleged is that Hill threatened Galligan with loss of employment.

Now, taking up a definition of those words, coming first to the phrase, "unjustly discriminated by discharging him," I instruct you, as matter of law, that if the defendant Hill did, as his own act, discharge Galligan from employment, then he is responsible for that act, although the discharge was ordered by an officer of the railroad superior to Hill. Let me illustrate. You will understand that I am not suggesting that any of these illustrations do actually correspond to the fact; I am merely stating them as illustrations, on one side and on the other, to guide you in reaching a conclusion. Simply by way of illustration, if Mr. Hill had come into the office and said to Mr. Galligan, "I have been directed to discharge you because you belong to a labor organization; I therefore do discharge you, and you are to leave," if he had said that, I direct you and instruct you as matter of law, that within the terms of the statute, although the order of discharge was given to Mr. Hill by a higher official, still the discharge, being Mr. Hill's act, is an act for which he is responsible. In other words, the discharge was Hill's act, then Hill is responsible, although that act was commanded by a superior officer; if it was, in fact, Hill who discharged Galligan, although Hill was ordered to discharge him. Now, it may occur to you that that is a pretty hard rule, it may occur to you that it is pretty harsh. That is a matter with which neither you nor I are concerned. It is a rule which Congress has laid down. I so instruct you. If I have erred in interpreting the intention of Congress, then my error can be corrected and will be corrected by a higher Court. But in order that the question may be presented for a higher Court to determine, in order that the matter may be decided properly, I instruct you, interpreting the intent of Congress from the act as best I can, that if Mr. Hill actually committed the act of discharge, then the act of discharge was his, although it was ordered to Mr. Hill by some higher officer.

If, on the other hand, Mr. Hill simply came into the office, or if any agent or employe of a railroad should come into an office and say to another employe, "Mr. Smith, I bring you a message from Mr. Robinson, a higher official; Mr. Robinson wishes me to tell you that he discharges you," if, in other words, the defendant accused of the discharge is merely the transmitter of a message, and the act of discharge is not his act—he merely transmits the message, but if the act of discharge is the act of a higher official, and his only, then I direct you that the mere transmitter of a message is not guilty of the offence charged here.

That may seem to be a fine distinction. I think it is a fine distinction. But it is the distinction which, applying my best judgment to the matter, I find contained in the act. If the discharge is the act of the individual indicted, although the discharge was commanded by a higher official, then I direct you as matter of law that the individual indicted is responsible for the discharge. If, on the other hand, the individual indicted acts merely as the transmitter of a message from a higher official, and merely says, "Some one upstairs has discharged you, and I am directed by him to tell you so," then I instruct you to find that the defendant in such case is not guilty.

I am not going to discuss the evidence, the facts here. They are present to your minds. You have heard the evidence and seen the witnesses. I do not think it would be advisable for me to go into the evidence given before you. It is as fresh in your minds as it is in mine. I have merely to instruct you as to what are the tests which you shall apply to that evidence.

Of course it is not simply a discharge, not a mere discharge. Mr. Hill might have discharged Mr. Galligan, and the mere act of discharge would not make him liable. He must, in discharging him, in order to be guilty under that count of the indictment, have discharged Mr. Galligan because Mr. Galligan was a member of a labor organization. That must have been his motive in doing it. He must have, in other words, unjustly discriminated against him.

Now, there you have to consider and you have to pass upon a difficult question, because you have got to go, to a considerable extent, into what is in a man's mind and what are the real motives of his action. If the fact that Mr. Galligan was a member of a labor organization was a material reason and cause of the discharge, even though it was not the sole cause—if it was a material reason and cause of the discharge, and the discharge was Mr. Hill's act under the definition which I have just given to you, then I direct you the defendant is guilty on that count of the indictment. If, on the other hand, the discharge was honestly, *bona fide*, really in order to reduce the force, then the fact that Mr. Galligan was member of an organization—happened to be a member of an organization, of course does not make Mr. Hill guilty within the terms of this statute. It is upon the true intent, upon the *bona fides* of the action that you have to pass thereupon that charge in the indictment.

In order to find this defendant guilty, you must be satisfied of all these things beyond a reasonable doubt: First, that Galligan was an employe engaged in railroad train service as I have defined it. Second, that Mr. Hill, by his act, defined as I have defined it to you, discharged him. Thirdly, that he did so because Mr. Galligan was a member of a labor organization. And of each of these facts you must be satisfied beyond a reasonable doubt in order to find the defendant guilty under the unjust discrimination counts.

And there is one additional matter. The statute does not say "shall discriminate." It says "shall unjustly discriminate." Now, it is a little difficult to interpret those words; but briefly what I think they mean is this: The statute is intended to protect the members of labor organizations, as I read it, from discharge because the persons discharged are members of a labor organization. It is intended to say to employers and to the agents of employers, "You shall not discharge a man simply because he is a member of a labor organization." If, however, the real motive of discharge, the real ground of discharge, were that the labor organization so interfered with the

employe's attendance upon business that he had ceased to be a useful employe, a discharge on that ground would not be an unjust discrimination within the terms of the statute. In order to find the defendant guilty there, after the question of employment in railroad train service is settled, you must be satisfied that here was a discharge by Hill, and that one of the material grounds for the discharge was membership in this labor organization; and that it was simply his membership or officership in the labor organization—simply that fact, and not the fact that the membership or officership interfered with his duties.

Therefore, gentlemen, although the law is quite complicated, and although it has taken me some time to state it, yet the issues which are presented to you upon the charge of unjust discrimination are, after all, pretty simple. You have seen the witnesses upon the stand, and you are to infer from their testimony, drawing such reasonable inferences as reasonable men do draw, what the facts in this case are. And you are to pass upon that charge accordingly.

The other charge is that of threatening the employe with loss of employment. I do not think that I need to spend much time on the words "loss of employment." They mean what they say. So far as loss of employment is concerned, if I were to say to a man, "If you don't leave the order, I won't have you in the office," and that were practically the story, I should say that was a threat of loss of employment. I should have said, at any rate, that was a fair inference to draw from those words. Of course, if a man were to go on and say, "If you don't leave that order, I don't want you to stay in this office, but I will find you a place somewhere else that will be just as good," if that were what he said, I do not suppose that would be a threat of loss of employment, because at the very moment of the threat of loss of employment, it was accompanied by a promise to do something by him which would be just as good, in the same general employment. That last supposition, however, does not seem to me to be raised by the facts of this case. And therefore I do not think, as far as this case is concerned, you will be much

troubled by the need of defining the words "loss of employment." I think they are to be defined as reasonable men use those words.

When it comes to the word "threaten," however, "threaten with loss of employment," the case is not quite so simple. Of course, if one of you were standing near a railroad track, and one of your friends was standing on the track, and you saw a train coming up behind his back at great speed, and you were to say, "If you don't get off that track you will be killed," no one would dream of supposing that remark was a threat. You did not threaten your friend with being killed in that remark; you merely stated, for his benefit, the obvious fact. You make a prediction, if you please to call it that, you make yourself a prophet for the time being and say, "If you stay there any longer, that railroad train will hit you and kill you." There is no threat in that case. And why? Because the railroad train is entirely and obviously out of your control. You do not say to him, "I will run that railroad train over you." If an engineer coming along on the railroad track and driving a train were to say, "If you don't get off the track, I will run over you," he being the man who had control of the engine, that might be, probably would be, a threat. But if a mere outsider stands by and says, "If you don't get off the track, the train will run over you," plainly there is no threat in it. Now, that illustration I think indicates the line which you have to draw in this case in determining whether the language used by the defendant was a threat or not a threat. Of course, it is not simply a question of words. It may be a question of intonation. Those are inferences which you have got to draw. You have got to pass upon what the fair meaning, the fair intent of Mr. Hill was, what the impression was that he meant to convey. That is what you have got to determine. If all Mr. Hill intended to convey was, "If you don't get out of this order, somebody other than myself, somebody whose action I cannot control in any way, some one for whom I am not in any way responsible and who, wholly irrespective of what I say and do, will dis-

miss you," that is not a threat. For example, let us suppose there had been in this office an office boy fourteen years old. If he had said to Mr. Galligan, "If you don't get out of that order, I think the company will dismiss you," nobody would suppose that was a threat. Plainly it was not. If, on the other hand, a superior says to you, the chief superior of all, the man who was president of the railroad, we will say, suppose it had been Mr. Clark, suppose he had called Mr. Galligan up to him and said to him, "If you don't get out of that order you will lose your job with this company;" the inference that a threat was intended would be almost irresistible. I do not say it would be absolutely perfect, but it would be almost irresistible, I think you will agree with me. Now, what happened here was not either one thing or the other. Mr. Hill is not supreme there, and Mr. Hill is not an office boy. And what you have got to pass upon in determining whether he is guilty or not under the charge of threatening is, in the first place, what did he say—what, in fact, was it that he said? This is a question of fact, into which I do not propose to go. But after you have determined what he said, or in determining what he said, was the fair meaning which he may be supposed to have intended to convey, "You will lose your place without any reference to me, I could not help you if I would, I have nothing to do with it"? Or was his meaning, "You will lose your place because I shall have to dismiss you, or because I will take steps to see that you are dismissed"? Did the language imply, concerning the loss of employment, a participation on Mr. Hill's part? It does not follow that that would have to be the sole cause of the loss of employment. If what Mr. Hill should mean was, "I shall make a complaint against you, but I don't know whether it will be acted on or not," that would be a threat, although the threat might be ineffectual. But that would be a threat.

I hope that I have made the distinction clear between a threat, such as is contemplated in this statute, and a mere expression of opinion by an outsider—a mere prophecy. If you are not satisfied beyond

a reasonable doubt that Mr. Hill threatened Galligan with loss of employment, and that his language, whatever it was—and you are to determine that—that his language was a threat, and you are satisfied of that beyond a reasonable doubt, then you will find him guilty. If you are not satisfied beyond a reasonable doubt that that was the fair intent of his language, then upon that charge you will find him not guilty.

Now, I think I have gone over all the matters to which I wish to call your attention. It has taken me longer than I hoped it would when I got up. But, after all, the issues which you are to determine are simple: First, was this man Galligan an employe engaged in railroad train service within the meaning of the act? I have given you a definition there. If he was not, if you are satisfied of that beyond a reasonable doubt, the case drops. But if he was, and you are satisfied of that beyond a reasonable doubt, then you come to the other question, then you are to determine: Did the defendant Hill discharge him? If he discharged him, did he discharge him because he was a member of a labor organization? And was that discrimination an unjust discrimination, as I have defined it to you? If you are satisfied of all those three facts beyond a reasonable doubt, he is guilty on the charge of discrimination. If you are not satisfied of all those facts beyond a reasonable doubt, then he is not guilty. And on the threatening charge, if you find he threatened Galligan with loss of employment, as I have defined the word to you, if you are satisfied of that beyond a reasonable doubt, you will find him guilty. If you are not satisfied of it beyond a reasonable doubt, you will find him not guilty.

Gentlemen, if I have not made anything clear, I shall ask you to call the matter to my attention, that I may define it still farther. I trust you will go into the consideration of this case, as I doubt not you will, with the most absolute freedom from prejudice, addressing your attention simply to the issues of fact which I have stated to you, paying no attention to the railroad considerations, simply deciding the issues of fact which I have stated to you, in ac-

cordance with the directions which I have given you. If you find the defendant guilty beyond a reasonable doubt, say so; and if you are not satisfied of his guilt beyond a reasonable doubt, find him not guilty.

Is there any matter to which I have not called attention?

* * * * *

I desire to instruct you, Mr. Foreman and gentlemen—the learned counsel for the defence has called a matter to my attention, and while I thought I had made it clear, quite possibly I have not—that of course the act does not say that a discharge in and of itself is an offence. The act says unjust discrimination is an offence. Now, the specific act of unjust discrimination alleged in this indictment is a discharge. What you are, therefore, to pass upon in this case is, in the first place, was the defendant guilty of discharging—I won't say, was he guilty of discharging—did he do the act of discharging? And, in the second place, was the act of discharging, if it was his act, unjust discrimination? In other words, the unjust discrimination is, of course, the gist of the offence. While the discharge is the specific act of unjust discrimination alleged in the indictment, you have got to find whether he unjustly discriminated by discharging him. It comes down, it seems to me, to the same thing as: Did he discharge, unjustly discriminating?

Is there any matter I have not made clear?

A Juror: Are we to have the ruling which you have made in regard to what constitutes railway service?

Lowell, J.: I take it that that should not be handed to you, Mr. Foreman and gentlemen. I will read it to you again in order that it may be entirely clear.

If Galligan, in the regular course of his employment, took from the telegraph instrument messages communicating to the train despatcher's office the arrival and departure of trains, and in so doing, when occasion required, communicated those messages to the train despatchers, thereby enabling the train despatchers in person or by direction to transmit by telegram orders directing the movements of the trains, in accordance with which the trains were

moved and operated, then Galligan was engaged in train operation or service, although that was not the whole of his duty, but only part of it. Is that clear now? If he took from the telegraph instrument messages communicating to the train despatcher's office the arrival and departure of trains, if he received the arrival and departure of trains and communicated that to the train despatcher's office, and by that act enabled the train despatchers, either by themselves or through others, to regulate the movement of trains, and the trains were moved in accordance therewith, then Galligan was engaged in railroad train service within the intent of the act.

Is there anything further? If not, you will retire, gentlemen.

THE TROUBLE ON THE WESTERN LINES OF THE SANTA FE.

AS reported in the daily press, there has been a little friction between the telegraphers employed on the Santa Fe lines west of Albuquerque, and some of the officials of that line.

The sensational features made so prominent by the newspapers are to be decried, because they tend to injure persons on both sides of the controversy, widen the breach between employers and their men, and at the best accomplish nothing unless it is to scare the unsuspecting traveler or shipper.

Attention has been called to an account of the affair published in the *Railway and Engineering Review* of November 17th, and an editorial commenting upon it. This publication has the reputation of being fair, but in this instance it leaves its beaten track to jolly the officials, while it unmercifully berates the unions. The account of the incident is interesting, but it is lopsided as well as being garbled. The editorial comment throws a side light on it, however, that makes plain many things.

It says in part:

"With regard to the method employed by the telegraphers and at times by other railway organizations, some things are suggested by the incident which should receive careful consideration. A railroad is a pub-

lic institution, and, as society is constituted and business organized, its functions can not be interrupted without serious loss, not only to the railroad and its employees, but to the public which both serve. When a railroad is built, its projectors fully understand that they take upon themselves certain obligations to the public which they are bound to fulfill, and in conformity to the principles underlying this obligation the employe should understand that when he enters into the service of a railway company, he in turn is morally bound by such obligations, and has no right to take any action that will interfere with the proper performance of such obligations. Not only dollars, but lives are frequently dependent upon the regular and prompt performance of railroad schedules. Contracts are continually being made dependent upon such performance, and the idea that any one for the sake of personal profit or personal prejudice has the right to interfere with such performance, ought not for a moment to be tolerated.

"The difficulty is, that while railroad corporations, or those managing them, usually appreciate and endeavor to fulfill their obligations to the public, the employes do not seem to so well understand this relation.

"The case in question illustrates this proposition. It had come to the point where the trains must stop or the demands of the men, at least in part, be complied with. The railroad officials knew what this meant; the employes possibly did not, and, as choosing the lesser of the two evils, the company granted in part the modified demands of the men, not so much because the company might suffer pecuniary loss if it declined their demands, but because the public service would be interfered with.

"The moral of the question is plain. Either the men employed on railroads, and those who advise them, must come to a better understanding of their duties to the public in their related capacity and adopt some other method than that of the strike to overcome their grievances, or else laws must be made which will compel recognition, upon the part of railway employes, of the quasi-public character of their employers, and which will compel them to

give such notice of their intention to give up their positions as will not interfere with the obligation of their employers to the public and to the government. This suggestion is not made in behalf of the railroad corporations, but of the people. The operation of railway trains is no less a public service than is the conduct of a post-office, and the obligation of a railway employe to continue at his post of duty, until regularly relieved, is no less than that of a post-master, and the penalty for abandoning his public duties should be no less severe."

Now, if the A. T. & S. F. Ry. was a "public institution," as stated, instead of being a private profit-making concern, as admitted by its managers, there might be grounds for some such remonstrance. If it ever becomes a public institution, it will of course be owned and operated by the public, and the necessity for strikes will have passed away, because, in all likelihood, there will be a Congressional committee appointed, competent to adjust all grievances that may arise, and representatives of the employes will transact business with such committee.

It may be the correct thing to flatter those in power, and at the same time disparage those wage earners that are trying, by legitimate means, to raise their standard of living, but it should be done on the quiet—it does not look well in print. If the *Railway and Engineering Review* will follow the subject from its own premises to its logical conclusion, it will soon be found advocating the public ownership of railways or slavery for railway employes.

The facts in the case, briefly stated, are that the General Committee representing the telegraphers employed upon the Santa Fe, Pacific Railway, the Southern California Railway, and the San Joaquin Valley Railway (lines recently acquired by the A., T. and S. F. Ry.) had been before the officials for about two months, endeavoring to adjust matters in relation to a proposed schedule. They had waited the comfortable convenience of the various officials, and respectfully presented their case whenever an opportunity was afforded them. After visiting all the officials from the Division

Superintendent to the General Manager without obtaining a satisfactory adjustment, they called for the President of the Order to assist them. Bro. Dolphin proceeded to Chicago, and after endeavoring unsuccessfully to bring the two sides to an amicable agreement, induced the General Committee to minimize their demands to such a point that they would accept the stipulations rather than strike, but would strike rather than accept anything less.

It was then arranged that at 12 noon the next day the men along the line might leave their work, and arrange for a vacation, unless advised previously that the demands of their committee had been granted. About 11:55 a. m., the officials conceded the wage schedule and agreed to submit to arbitration other matters that could not be mutually agreed upon. This proposition was accepted, and the next thing was to communicate the fact to the telegraphers along the line. While President Dolphin was in the act of sending messages, the wires were interrupted by some one leaving the key open, and an hour or two elapsed before the word was passed along that the intended vacation would have to be postponed.

On account of the telegraphers of the Gulf, Colorado and Santa Fe Ry. lines, which are controlled by the A., T. & S. F. Ry., not being able to reach an agreement with the officials, another, and a general strike on all Santa Fe lines was called on December 6th, which was still in full force and effect at the time of going to press.

AN ARBITRATION CONFERENCE.

THE National Civic Federation has issued the following announcement, calling a conference to consider the best means to secure conciliation and arbitration in the settlement of industrial disputes:

"No phase of our modern industrial development is more interesting than the study and observation of the methods of conciliation and arbitration applied during recent years to the adjustment of difficulties between labor and capital.

"Strikes and lockouts are, perhaps, a greater waste of human energy and responsible for a greater loss of wealth to society, as a whole, than any other obstructive factor connected with modern industrialism.

"Public opinion itself has been indifferent and uninformed as to the requirements of this new age, with its rapid and wonderful development in every department of our industrial life.

"Recognizing the new claims arising from modern industrial conditions, the National Civic Federation will hold a conference in Chicago on December 17 and 18, to consider in all its bearings the principles of conciliation and arbitration.

"It is the object of the National Civic Federation to make the coming conference as practical as possible by bringing together both the labor leaders and captains of industry who are the most directly concerned, and without whose good-will no system can be imposed.

"The experience of the past will be drawn upon and a critical examination of all methods for conciliation and arbitration at present in vogue will be made."

The committee in charge of the conference consists of:

Franklin MacVeagh, wholesale grocer, chairman.

Frederick Driscoll, commissioner American Newspaper Publishers' Association.

Herman Justi, commissioner Illinois Coal Operators' Association.

H. W. Hoyt, vice-president National Founders' Association.

Adolphus C. Bartlett, wholesale hardware merchant.

James H. Bowman, president International Printing Pressmen's Union.

A. M. Compton, wholesale dry goods.

T. J. Hogan, secretary National Association of Stove Manufacturers.

George A. Schilling, ex-secretary Bureau of Labor Statistics of Illinois.

Mark L. Crawford, former president International Typographical Union.

R. M. Easley, secretary National Civic Federation.

Among those who have signified their intention of being present at the conference are:

Carroll D. Wright, United States Commissioner of Labor.

E. Dana Durand, secretary United States Industrial Commission.

J. M. Gilbert, chairman New York State Board of Arbitration.

C. H. Wolcott, ex-chairman Massachusetts State Board of Arbitration.

Hugh H. Lusk, former member Parliament of New Zealand.

Samuel Gompers, president American Federation of Labor.

T. J. Shaffer, president Amalgamated Association Iron, Steel and Tin Workers.

John Mitchell, president United Mine Workers of America.

Frank P. Sargent, grand master workman of Brotherhood of Locomotive Firemen.

E. D. Kenna, first vice-president and general counsel, Atchison, Topeka & Santa Fe Railroad.

Walter Fieldhouse, secretary and treasurer Association Western Manufacturers.

D. Douglas Wilson, vice-president International Association of Machinists.

James M. Lynch, president International Typographical Union.

Walter L. Pierce, president Metal Trades Association.

William H. Sayward, secretary National Association of Builders.

Samuel B. Donnelly, ex-president International Typographical Union.

Peter J. McGuire, general secretary of United Brotherhood of Carpenters and Joiners of America.

William H. Pfahler, representative National Foundrymen's Association.

D. A. Hayes, president Glass Bottle Blowers' Association of United States and Canada.

Charles B. Going managing editor *Engineering Magazine*.

Thomas O'Donnell, secretary National Spinners' Association.

John B. Lennon, general secretary Journeymen Tailors' Union.

H. M. Eaton, general secretary-treasurer Boot and Shoe Workers' Union.

E. E. Clark, grand chief conductor, Order of Railway Conductors of America.

If the conference could arrange a plan whereby the wage earners could obtain more of the proceeds of their labor, the object for which they are always contending, it would cover itself in glory. But the best that can be hoped for under the circumstances is that the employing class may have it still more clearly impressed upon their minds that in future more of their

profits must go to the workers than they have been in the habit of allowing them heretofore. It is little use mincing matters. Labor is the sole source of wealth, and few are so hardy as to deny that what a man creates should belong to him; but where does that train of reasoning bring us to? There are few who care to stay on the train until the terminus is reached. It is to be hoped that the National Civic Federation conference will not avoid any issues, but look the problem over thoroughly.

Editorial Notes

Wishing one and all a Merry Christmas and a Happy New Year.

Read Judge Lowell's charge to the jury in the Galligan case. It is an important document and well worth the trouble.

A new Division of the Order of Railroad Telegraphers will be instituted at Daguapan, Philippine Islands, in January, 1901.

The Division cards are out for the term ending June 30, 1901, and they are considered to be the most artistic ever issued up to this time.

On many roads federation exists between the classes engaged in the train service without any written articles having been formally agreed upon.

A new Division of the O. R. T. is to be instituted at Camden, N. J., about the middle of January next. It will commence its auspicious career with over one hundred charter members, and in other ways bids fair to be a hummer.

President M. M. Dolphin and Grand Secretary and Treasurer H. B. Perham took a trip through the Eastern States recently, and spoke at many meetings. Both declare that there never was such a time for organizing as at present.

What occasion is there for ill feeling in case of a wage dispute or a strike? It is merely a matter of business, and one side ought to fraternize with the other after a trial of strength, much the same as football players. The vindictive feature that shows up at times is a puerile absurdity.

The extra force at the Chicago office of the Postal Telegraph Company petitioned for a work day of 7½ hours during the winter months, which was granted them, the new arrangement going into effect on November 1st, and lasting until March 1, 1901. Messrs Pettit and Nally received the thanks of the petitioners for their kindness in granting the request.

We need one man in each large relay office to appoint himself as a committee of one to take up a collection for the Morti-

mer D. Shaw Monument Fund. We have such a committee at 195 Broadway, New York, in the person of Mr. J. C. Watts. If we can get some one to interest themselves at other large offices, progress will be more satisfactory.

Amount previously reported.....	\$38 90
By Mr. J. C. Watts.....	20 00
Total	\$58 90

The Third Biennial Convention of the Brotherhood of Railway Trackmen met in

the City of St. Louis at Havlin's Hall, on Monday, December 3d, and was still in session when our forms closed. The Brotherhood has reached the most prosperous period of its existence, and is doing immense work for the class it represents. Here is one of the object lessons in the labor world; respectful and persistent representation alone has bettered the condition of the men every where that the Brotherhood has received loyal support from those most interested.



W. H. KIRCHMIER, Wakefield, Va.
Assistant General Chairman System Division 14,
and Representative to Grand Division 1900.
October 8.

THE MUTUAL BENEFIT DEPARTMENT

ASSSESSMENT No. 22 IS DUE ON
JAN 1, 1901. TIME FOR PAY-
MENT EXPIRES FEB. 28, 1901.

CLAIM No. 52.—Amount, \$300, was paid November 27, 1900, to Miss Bessie L. Brees, of Fort Worth, Texas, daughter and beneficiary of Bro. Theron A. Brees, of Canadian Pacific Railway System, Division No. 7, who died March 29, 1900, from cerebral hemorrhage, caused by a fall.

With the commencement of the new volume for the year 1901, this page will be discontinued, and Mutual Benefit Department data will be found in the Grand Division page at the end of the book.

A typographical error crept into this page in the November number, making it appear that assessment No. 22 was due on December 1, 1900, when it should have been January 1, 1901. Members will please take notice and be governed accordingly.

Members should bear in mind that the law has been changed in regard to assess-

ments, and they are now due on the first day of each month, commencing with January, 1901. Members who have certificates in Series "A" will pay 20 cents per month, or \$2.40 per year; Series "B," 30 cents per month, or \$3.60 per year; Series "C," 60 cents per month, or \$7.20 per year.

Commencing with the new year a Card Index system will be instituted at the General Offices for the membership record, in place of the books hitherto used, which are proving to be insufficient for the needs of this growing department. Under the old system the entire membership had to be transferred into a new set of record books every alternate year. As only one man could work on the books at a given time, it caused much vexatious delay in getting out the assessment notices. When the new plan is inaugurated each member's record will be kept on a separate card, which is designed to last for six years. When the transferring has to be done again, the cards can be distributed among many clerks, and the task accomplished without a day's delay. It will be readily appreciated that it is no small task to transcribe accurately ten thousand names and addresses.



PERSONAL MENTION

BORN.—October 14th, to Bro. and Mrs. H. H. Blocher, of Blocher, Ind., a 10-pound girl.

BORN.—To J. L. Sharick and wife, of Hanna, Wyo., a fine 11-pound O. R. T. boy, Tuesday, November 6th.

BORN.—To Bro. and Mrs. T. F. Hemminger, of Toombsboro, Ga., October 3d, a fine O. R. T. boy. Both doing well.

MARRIED.—On October 24th, at the residence of Mr. and Mrs. B. C. Culver, of Barstow, Ga., their niece, Miss Myrtle Belle Pugesley to Bro. R. W. Riser. The happy couple have the best wishes of the fraternity.

MARRIED.—On October 10th, John McInerney to Miss Retta A. LaBarge, of E. Tawas, Mich. Bro. McInerney is a member of Division No. 39, employed by the Detroit & Mackinac as agent at Emery Junction, Mich. Congratulations.

MARRIED.—Bro. D. F. Sauntry, of Chatham Junction, and Miss Bridget M. Patterson, of Chatham, were united in matrimony at the home of the bride's parents on October 9, 1900. The telegraphers extend congratulations to the happy couple.

MARRIED.—Miss Eva Whitney and Bro. John Hinton, of Bellingham, Mass., were united in the holy bonds of matrimony, Wednesday, October 31st. It was a very pretty and recherche affair. The telegraphers extend their best wishes to the happy couple.

MARRIED.—At the home of the bride's parents at Dale, Kas., October 10th, Miss Cora Oldham and Bro. F. C. Baker, were united in matrimony. The happy couple are now located at Sawyer, Kas., where

Bro. Baker is agent for the Santa Fe. The boys join in extending heartiest congratulations and best wishes.

MARRIED.—At the home of the bride's parents, at St. Paul, Kas., Bro. Frank J. Conway and Miss Mamie Butler were united in matrimony, October 16, 1900. Bro. Conway is a member of the A., T. & S. F. Division, No. 23, employed at Emporia, Kas., and is well known to the fraternity. The bride is one of St. Paul's fairest ladies. Congratulations.

MARRIED.—At the home of the bride's parents at Dixon, Iowa, Miss Carrie C. Flick and Mr. Marion R. Fitzgibbon were united in matrimony on Tuesday, October 16th. Miss Flick was for a number of years telegrapher for the C. M. & St. P. R. R. at Dixon, and while employed at the business was a staunch member of the O. R. T. Her associates on the wire extend their cordial good wishes to the happy couple.

DIED.—At her home in Milan, Tenn., November 5th, Mrs. A. M. Brown, beloved mother of Bro. H. E. Brown, H. B. Brown, S. L. Brown and Marvin A. Brown, all telegraphers employed close around their home. The Brothers and telegraphers of the I. C. R. R. extend to Bro. Brown and his sorrowing brothers their profound sympathy.

WANTED.—Present address of Frank Stone, last heard from near Austin, Tex.
F. F. THOMMASSON,
Tulare, Cal.

WANTED.—To sell a first-class camera and full printing and developing outfit, cheap, size 5 in. x 7 in. F. K. MILLER,
Linfield, Pa.

WANTED.—Present address of Willie Ruff, last heard from in Salt Lake City. If you see this, Willie, write to

E. T. FROST,
Salcm, Ore.

WANTED.—A first-class lineman and telegrapher may hear of a desirable vacancy by addressing

H. B. PERHAM,
Grand Secretary and Treasurer,
St. Louis, Mo.

WANTED.—Present address of J. Gordon Smith, last heard from was working on the Norfolk & Western Ry. Gordon, if you see this, write

W. L. FRANKS,
C. & O. Ry., Buena Vista, Ohio.

WANTED.—Present address of William S. Cate, last heard from was with the United States Signal Corps at Havana, Cuba. Also present address of Charles Benedict, last heard from at Kalamazoo, Mich.

FRED. P. CATE,
Operator, Buford, N. D.

Bro. J. W. Heatherly, of Raleigh, N. C., is the author of a new book entitled "The Telegraph Operator." It will contain about 500 pages and will be out next spring.

Does any Brother know of a good location for a barber shop in Idaho, Montana or Colorado? Please write

FRANK E. MORROW,
Cuprum P. O., Idaho.

A. E. HUGHES

WAS born at New York Mills, N. Y., December 12, 1864. Went to Wisconsin with parents when two years of age. Learned telegraphy while serving as messenger boy at White-water, Wis. His first position as telegraph operator was at Genesee, Wis., on C., M. & St. P. Ry. He served the C., M. & St. P. Ry. as operator at Genesee, West Milwaukee, Eagle and Whitewater, Wis., and Van Horne, Iowa. As agent at Webster, Maxwell and Keystone, Iowa, nine years in all.

Was night ticket clerk for C. & N. W. Ry. at Council Bluffs, Iowa, about one year. Agent for Pacific Short Line at Jackson, Neb., about one year, and has been in his present position as agent for the K. C. N. W. Ry. at Axtell, Kas., since August, 1892. Joined the O. R. T. June 9, 1886, as a charter member of the Grand Division, and has been a continuous member ever since, having paid every assessment levied by the Order.



A. E. HUGHES, Axtell, Kansas.

Bro. Hughes is an Order man. He has the honor of being a Past Master of Axtell Lodge, No. 234, A. F. and A. M.; Secretary of Angerona Chapter, No. 205, O. E. S.; member of Nemaha Chapter, No. 39, R. A. M.; President Axtell Council, No. 230, K. and L. of S., K. of R. and S., Axtell Lodge, No. 239, K. of P.; Local Chairman Mo. Pacific System, Division No. 31. He served three years on the city council at Axtell, and one year as Mayor. After passing through all this, he reached St. Louis as a Representative of Division 31 at the special session of 1900.



Gleanings

San Francisco printers established the nine-hour day October 1.

* * *

The Brotherhood of Painters and Decorators claims a membership of over 55,000.

* * *

It is estimated that there are no less than sixty-five co-operative colonies in the United States.

* * *

A strike in Porto Rico has led to the publication of a labor paper, the first on the island.

* * *

For wage-earners there is but one way of ameliorating their condition, namely, by enrolling in the trade union movement.

* * *

Forty-two thousand dollars has been spent by the United Hatters' Union during the past two years in advertising the label.

* * *

A great war leaves a country with three armies—one of cripples, one of mourners and the third of thieves.—*German Proverb.*

* * *

Debs says to his fellow-workers: Pay no attention to the Philippines. Keep your eye on that factory. That's where your interests lie.

* * *

Employees and officers of The Smith Premier Typewriter Company, at the factory in Syracuse, N. Y., contributed \$275.15 to the Galveston relief fund.

* * *

Listen not to a tale bearer or slanderer, for he tells thee nothing out of good-will; but as he discovereth the secrets of others, so he will thine in turn.—*Socrates.*

A just economic system will place a ban on greed and unscrupulousness. The present conditions foster those base elements and close the doors of opportunity.

* * *

The condition of the workingman is economic slavery. It is not necessary to own a slave bodily. It is only necessary to own the tools with which he must work.

* * *

"Association of labor and the division of the fruits of labor—or rather of the profits of its productions between the producers, in proportion to the amount and value of the work done by each—this is the social future."—*Joseph Massini.*

* * *

In Tacoma, Wash., girls will deliver telegrams in future, as the truant officers have crippled the service of the District Messenger Company by forcing the boys to attend school. For the present the girls will not be permitted to run errands or deliver parcels.

* * *

"The poor have a claim founded in the law of nature which may be thus explained; all things were originally common. No one being able to produce a charter from heaven had any better title to a particular possession than his next neighbor."—*Archdeacon Paley.*

* * *

The Welsh labor strike has ended satisfactorily. The union workmen are to return to their duties and are to be gradually reinstated in their former work in the course of four weeks. A conciliation board is to be appointed jointly by the directors and operators, whose decision is to be final in all future labor disputes.

"Democratic government, in more than name, can only exist where wealth is distributed with something like equality—where the great mass of citizens are personally free and independent, neither fettered by their poverty nor made subject by their wealth."—*Henry George*.

* * *

The Austro-Hungarian government owns in Austria proper and operates 4,700 miles of railroad, and operates 1,260 miles more belonging to private companies. In Hungary it operates 4,876 miles of its own, and 3,439 miles belonging to private companies. In the Empire-Kingdom private corporations own and operate 6,684 miles.

* * *

Mr. Charles M. Hays, general manager of the Grand Trunk Railway System, and chairman of the board of directors of the Central Vermont, has been selected to succeed the late Collis P. Huntington as president of the Southern Pacific Co. The new president will reside in San Francisco. While Mr. Hays' ability as a railway officer was generally recognized before his connection with the Grand Trunk, it may be said that to his management of that property is largely due his present international reputation.

* * *

A large three-story brick office building of the Pennsylvania R. R., in Camden, N. J., was recently moved a distance of 200 feet to a new site. Two stationary engines and a large number of screw and hydraulic jacks supplied the motive force. The work occupied a month, and at no time was the water, gas or steam supplies cut off from the offices. The structure was moved to make way for tracks in the company's new terminal, and the operation was accomplished without interfering with the work of the clerks in the several departments.

* * *

The engineers on the New York division of the Philadelphia & Reading Ry. are perturbed over the fact that they have been asked to sign the following paper: "I understand that I am to handle my train carefully, approach stations and obscure places

with the train under control, and exercise such vigilance and care that an accident on account of my carelessness or neglect of duty shall not occur. I fully understand that an engineer can make or prevent nine-tenths of the accidents on a railroad." This is supposed to be a result of the recent accident at Hatfield, Pa.

* * *

The population of the United States on July 1, 1900, as officially announced this week by the census bureau, was 76,295,220, an increase of 13,225,464, or nearly 21 per cent, as compared with the population ten years ago. In this grand total are included 74,627,907 persons residing in the 45 states of the union, and 1,667,313 persons in the territories, the District of Columbia, Hawaii and in the military service of the United States abroad. There are 134,158 Indians not taxed. The 10 states which now rank first in population are as follows: New York, Pennsylvania, Illinois, Ohio, Missouri, Texas, Massachusetts, Indiana, Michigan and Iowa.

* * *

Returns received from 1,188 co-operative retail distributive societies in the United Kingdom, with a total membership of 1,576,945, show total sales for the second quarter of 1900 amounting to £11,892,974, as compared with £10,752,753 in the corresponding period of 1899.

Of these societies 974 show an increase 213 a decrease, and 1 the same amount as in the previous year. The largest increases are as usual in Wales and Monmouth, and in Ireland, and the net increase for the United Kingdom is £1,140,221, or 10.6 per cent.

Returns from the four wholesale federations for the same period show total sales in their distributive departments amounting to £5,337,161, as compared with £4,710,676 in the corresponding period of 1899, an increase of £626,485, or 13.3 per cent. The sales and transfers from the manufacturing to the distributive departments of the English and Scottish wholesale societies amounted to £942,818, compared with £804,506 in the second quarter of 1899, an increase of £138,312, or 17.2 per cent.

MISCELLANY

PHILLIPS' AUTOMATIC TELEGRAPH.

MR. WALTER P. PHILLIPS, who is best known to the telegraph world as the author of Phillips' Code, a standard work on telegraph abbreviations, is out with another new idea that will prove useful to those telegraphers who

man's speed and incline his ear to "Musical Morse."

The *Bridgeport Union*, mentioning the new invention, says, in part:

Mr. Walter P. Phillips has perfected an automatic telegraph which promises to work a revolution in the present methods of



desire to become perfect at their business. Railroad telegraphers generally are studying the code and learning to use the typewriter, and in many other ways show that they are the most progressive spirits in the telegraphic fraternity. During the past year they have been the heaviest purchasers of typewriters in the market, and the demand for code books has been very active. These facts are significant.

Now comes Mr. Phillips with a fast-sending arrangement, calculated to improve a

transmitting telegrams, press despatches and all other business usually sent over the wire. Mr. Phillips' invention is not to be classed with wireless telegraphy. His system is intended to be applied directly to the ordinary telegraph lines, and to be operated by the currents now in use. What the Phillips' Morse Automatic Telegraph (as this device is called) will do is to double or treble the number of words that can be sent over a single wire, and this without requiring that the operators learn anything

beyond that which the present Morse operators know now.

The device is extremely simple, and consists of an embosser or recorder, and a reproducer. The embosser is fitted with a lever having a three-pointed arm. When the sending operator makes a dot or a dash this lever is pulled downward by the magnets, in the same manner as the lever on a "sounder." The points of the arm sink into a strip of paper tape, which is drawn automatically through the instrument; not puncturing the paper, however, but merely embossing it. Of course, the length of an embossing will correspond to the length of time that the sender's key remains closed. The result is that as the tape comes from the machine it will present a line of embossed dots and dashes representing the letters as made by the sender. When this tape is run through the reproducer, the embossings hit against a lever, causing it to imitate exactly the movements that were made by the sender's key. This lever is nothing more or less than another key, in its principle, and as it pulsates under the influence of the embossed tape, it reproduces with absolute faithfulness the original sending. In fact, it is impossible to distinguish any difference between the sending thus reproduced and the original. Such, in short, is the mechanical operation of Mr. P. Phillips' invention.

To illustrate its practical application as a fast sending machine, let us suppose that an office, say Chicago, has on hand more messages than it can handle, and the business keeps coming in. Under the present method the accumulating business must wait until the business ahead has been sent. But if both offices were supplied with Phillips' Automatic, the operators, instead of sending direct into the wires, would send into recorders, and as the tape came from the recorders it would be sent through the reproducers connected with the wires at the rate of ninety or a hundred words a minute. The New York office would have its recorders connected with the wires, and as fast as the tape came out, it would be distributed to the receiving operators, who would run it

through their reproducers at a moderate speed, copying out the message on typewriters.

One wire would thus keep three senders and receivers busy and do the work of three ordinary wires; and the messages, instead of accumulating beyond the capacity of the wires, would be transmitted as fast as they came in.

An idea of the great economy that would result in the use of the Phillips' Morse Automatic Telegraph between two stations, such as New York and Chicago, can be gained from the fact that it costs \$30,000 to string a new wire between these two points, and no inconsiderable sum per annum to maintain it; while the cost of installing the automatic would be about \$125,000 for each end of the wire, with a nominal cost for maintenance.

This invention has passed the experimental stage. It has been used with success on press wires between New York and Washington, where rapid sending is of the highest importance.

Press associations lease their wires from telegraph companies and work them to the full extent. On a long circuit, such as from New York and Chicago, there are sometimes as many as a dozen offices copying the report at intermediate points. As a rule, the operators at these points do more or less "breaking," causing considerable delay. Now, if these offices were equipped with automatics, the sender could transmit the report as fast as he liked, and the operators at the intermediate stations could take the tape from their recorders and run it through their reproducers at any speed that suited them.

Mr. Phillips' invention is not the first automatic fast sending machine that has appeared. As long ago as when Grant was President, Edison brought out an automatic telegraph which made it possible to transmit one of Grant's messages to Congress in three or four minutes, or at a rate of over a thousand words a minute. But this system, together with others, failed of practical application, because they could not be adapted to the existing situation.

Their chief fault consisted in the manner in which the messages were recorded at the receiving office. The dots and dashes were printed on a strip of paper tape, and this tape was then handed to copyists who translated the signals and copied the messages. Now, this was an exceedingly slow operation, and involved a loss of more time than was gained by rapid transmission. Mr. Phillips' invention does away entirely with this objectionable feature, as the original sending is reproduced by sound. This enables the operator at the typewriter to work his machine without interruption, as he is not obliged to stop every three or four words to decipher characters printed on the tape, as in the other system.

Experience has shown, also, that where printed tape is used, mistakes are frequent, but where the messages are taken by sound, errors are reduced to a minimum. Many other faults of the printed tape systems have been avoided by Phillips' Morse Automatic Telegraph, and it seems as if Mr. Phillips had worked out a knotty problem and made feasible a system that is sure to succeed where all other automata have failed. His system employs Morse operators exclusively and adheres to Morse methods—hand sending and receiving by sound. It puts a premium on intelligence, expertness and all the admirable qualities that characterize the first-class operator, of to-day.

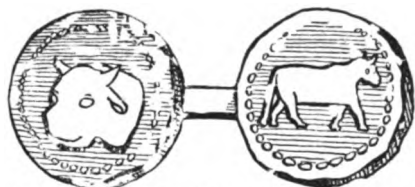
RISE AND GROWTH OF WEALTH.

BY E. BENJ. ANDREWS, LL. D.

LET us next consider the pastoral stage of men's advance in the path of wealth-getting. Here human labor has great variety. Tenders of flocks and herds may also hunt and fish, gather wild roots and fruits, and even till the soil. Their main business being that of shepherds, compels them, however, to prefer for dwelling places the open plains be-

fore forests or mountains or even the coasts.

Unlike the hunter, the shepherd is not purely dependent upon nature. He begins to use nature and to bend her to his will. Nature is still the main productive factor in his support, but his own intelligence efficiently co-operates. Although no crops are raised for fodder, the best spots are sought for the cattle to feed, they are defended from beasts of prey and the diseased ones are removed. Almost no attention is devoted to the creation of special varieties or qualities by breeding or feeding, these processes being still left to nature. Hence most of the animals are sorry specimens, though tough and prolific. The efforts at breeding recorded in the thirtieth chapter of the book of Genesis and those depicted on certain Egyptian monuments relate to



ROMAN COIN MARKING THE TRANSITION FROM CATTLE MONEY TO METALLIC MONEY.

times when mere pastoral life is passing away or has passed.

Improving somewhat upon nature, shepherds live with less labor per capita than hunters, yet they are far from being independent. Doing nothing to better the pasturage, they can subsist only where climate and soil render this sufficiently abundant. Thus in an interesting chapter of the book of Genesis it is told us that Abraham and Lot had to separate because of the number of their cattle. Evidently all pastoral peoples are and must be nomadic. They dwell in tents, building no towns or even houses.

Nor can such peoples, although prey to these inconveniences less speedily than hunting peoples are, permanently avoid overpopulation and the consequent wars, which here, too, are an economic necessity. Having in their stock a reserve of food,

and knowing that their mode of life does not bind them to one place, nomads can make war with very considerable energy. For the same reasons they resist attacks better than huntsmen can. Adam Smith in his "Wealth of Nations," bk. iv., ch. vii., pt. 3, points out that this was the cause for the relative failure of early European colonization in Africa. The natives to be displaced were shepherds and even farmers, and did not yield easily. The aborigines of America, on the contrary, still depending for subsistence considerably upon the chase, were much more readily overcome by European force.

Upon the cattle-farming stage of industry war captives are enslaved, because slaves can be utilized. Here at last social cleavage begins. To cattle the idea of private property somewhat naturally attaches and by thrift such property can be amassed, producing a class of the rich. There will be now the rich, the poor freemen and the slaves. Of the poor free some will still be independent, others wage workers. Of the slaves some will belong to the tribe, some to individuals.

"In Arabia," says Roscher, "a family with but ten camels is in poverty, one with thirty or forty well to do, one with sixty rich. There are, however, Bedouin tribes on the borders of Yemen where even the poor have forty camels and rich people from 100 to 200. A common kirghis keeps from thirty to fifty horses, half as many cattle, 100 sheep, a few camels and from twenty to fifty goats. The richest have as many as 10,000 horses each, from 3,000 to 4,000 cattle, 300 camels, 20,000 sheep and over 1,000 goats. Among the nomads of Persia a man moderately well off will own 100 sheep, three or four camels, three or four horses and ten asses, while a rich man may possess 1,000 sheep, thirty camels and twenty horses. There are even said to be single possessors of 140,000 sheep apiece. In the Crimea rich Tartars have as many as 50,000 sheep each, ordinary men, say 1,000. The property of the Burates, in Siberia, seems to be very abundant, especially to the eastward of Lake Baikal. Many single proprietors own each from 500 to 1,000 head of cattle of all kinds, some even

1,000 camels, 4,000 horses, 8,000 sheep, from 2,000 to 3,000 cows and oxen and 100 goats, and in addition to all this from 4,000 to 10,000 rubels in money. The Russian rubel, or rouble, is worth about 60.1 cents in United States money. As a rule shepherd peoples do not have metallic money. The hordes of Jenghis Khan did not. See Adam Smith's "Wealth of Nations," book 4, chapter 1.

We see that the economic weal of pastoral communities is far in advance of that prevalent in the hunting stage. The masses no longer live from hand to mouth. They enjoy a greater variety of foods. Spinning and weaving are introduced and utilized for new and more comfortable clothing. Some pastoral communities even work metals. Tools, dishes, wagons, arms and ornaments are numerous and of a higher quality than those previously known. Exchange is more common, being immensely facilitated by the use of money, at first in the form of cattle. Still, production continues to be carried on familywise, so that trade is not yet a separate branch of industry.

It is at the pastoral grade of civilization that proper political institutions take rise. A regime of positive law has now come to be: penal laws, laws of property, laws of inheritance. Agencies and organs for administering these laws are called for and appear. In the creation of these laws, all at first, of course, customary laws or pieces of common law, the rich manifestly have their way. Again, pastoral life having rendered possible and wars having necessitated vast aggregations of human beings and the mere patriarch having consequently given way to shick, nabob or incipient king, this dignitary is placed in power by the will of the most wealthy. The political condition of affairs thus established having endured long, comes to be deemed natural in the sense of divinely ordained.

With these changes arises the initial unrest of civilization, accompanied by its numberless relatively artificial wants. Von Baer dates civilization from the taming of the sheep. Manners become more refined. Men's occupation leads them to observe natural phenomena. People are much to-

gether. Arts, sciences and statelier religious observances gradually arise.

Many examples of pastoral peoples could be named—the Hycsos, who invaded Egypt about 2100 B. C.; the Arabians and the Turks, who overran the eastern Roman empire. In Arabia and Abyssinia the nomadic is still the prevalent mode of life. So it is upon the great pampas of South America. But Central Asia has been the nomads' favorite home, there where the parents of all the historic peoples of Europe are supposed once to have dwelt as shepherds. Here, too, according to the view still most prevalent, the Hindoos and the Persians originated, and from here started those colossal migratory hordes under Jenghis-Khan and Timur, which were the terror of west Asia and of Europe in the age of Saint Louis and the Emperor Frederic II.

More interesting than anything mentioned so far are the changes which come when men rise to the agricultural type of economic life. A good example of this type is furnished by the Germans from the fifth century of our era to the tenth. They, of course, pursued agriculture before they began invading the Roman empire, but had not then outgrown their memories of nomadic life or their love therefor. In agriculture a man's industry is more diversified than can earlier be the case. While land-working is the leading craft, it absolutely necessitates certain auxiliary trades, never wholly excluding pastoral work, hunting or fishing. Not only is vegetable food more used, but various new kinds of it are discovered and introduced.

Unique among the novelties of this transition is man's decidedly lessened dependence upon the free gifts of nature. He himself now determines in large part what nature shall produce and how much. Human knowledge and human labor play at this stage a mighty role in production. As a consequence communities are less tied to localities. Not alone the coast lands or the forests or the well-watered grassy plains now offer them homes; they have choice of all those spots where crops will thrive. They can also form denser populations and far better defy the danger of want.

Another weighty innovation is the cessation of the nomad life, settling down, attachment to given portions of territory. Connected with this is, probably, the foundation of village communities by the breaking up of clans. Such rupture takes place through the necessity of having men's dwellings near the good tillage patches, which, of course, are apt to be scattered. New laws and rights originate. House and garden are added to personal apparel, arms and tools, as private property, the land at large being at first and for long still owned by the community. At length land holding in severalty comes in, the mark community becoming a manor, and an aristocracy of land owners springs up. Law in the agricultural stage is less a tribal conception and thought of more and more as "the law of the land." Community feeling, the germ of patriotism, has birth; manners and customs make another and an unprecedented advance in refinement.

The separation of the clan occasions extraordinary new development and intricacy in the political system. Offering better opportunity for both foreign attack and domestic lawlessness, it demands organization for common defense. General officers and authorities have to be created, new penal laws, regular courts, a military system. Thus, additional steps toward social distinctions are taken, to say nothing of the wider scope which the agricultural order of economics affords for slavery.

There is reason for supposing that the possession of slave labor partly or wholly determines the transition from shepherdism to agriculture. Certain it is that nearly all primitive agriculture is carried on by slave labor. It is here that slavery exerts an important influence in advancing civilization.

Here upon the agricultural plane, as on the lower ones, each family produces most of what it consumes and division of labor, with its incidents of exchange and money, though not unknown, is an insignificant phenomenon. There is no regular class of merchants. There are during the agricultural age fuller developments of money, usually not metallic, but still consisting of

cattle and coarse wares; yet, in the main, barter still prevails as in the ruder industrial states. Wood and metal working and the few simple manufactures, at first rough and left mainly to slaves, improve in quality and gradually give rise to definite crafts and trades more or less separate from agriculture.

VICTOR HUGO'S LETTER TO THE RICH.

I AM asked what has been the lesson of my life, which I have learned in my years of living to bequeath as my most precious legacy to humanity. I reply that my soul has two messages of counsel, of promise and of threat to deliver. One to the rich, the other to the poor. The two contain the sum of human wisdom.

TO THE RICH.

The poor cry out to the wealthy. The slaves implore the rulers. And as much now as in the days of the Spartan Helots. I am one of them, and I add my voice to that multitude that it may reach the ears of the rich. Who am I? One of the people. From whence come I? From the bottomless pit. How am I named? I am wretchedness. My lords, I have something to say to you.

My lords, you are placed high. You have power, opulence, pleasure, the sun immovable at your zenith, unlimited authority, enjoyment undivided, a total forgetfulness of others. So be it. But there is something below you. Above you, perhaps. My lords, I impart you a novelty. The human race exists.

I am he who comes from the depths. My lords, you are the great and rich. That is perilous. You take advantage of the night. But have a care; there is a great power, the morning. The dawn cannot be vanquished. It will come. It comes. It has within it the dawn of irresistible day.

You, you are the dark clouds of privilege. Be afraid. The true master is about to knock at the door.

What is the father of privilege? Chance. What is his son? Abuse. Neither chance

nor abuse is enduring. They have both of them an evil to-morrow.

I come to warn you, I come to denounce you in your own bliss. It is made out of the ills of others. Your paradise is made out of the hell of the poor. I come to open before you, the wealthy, the grand assizes of the poor—that sovereign who is the slave, that convict who is the judge. I am bowed down under what I have to say. Where to begin? I know not. I have picked up in the cruel experience of suffering my vast though struggling pleas. Now what shall I do with them? They overwhelm me and I throw them forth pell mell before me.

I am a diver, and I bring up from the depths a pearl—the truth. I speak because I know. I have experienced. I have seen. Sufferings? No, the word is weak. O, masters in bliss! Poverty—I have grown up in it; winter—I have shivered in it; famine—I have tasted it; scorn—I have undergone it; the plague—I have had it; shame—I have drank of it.

I felt it requisite that I should come among you. Why? Because of my yesterday's rags. It was in order that my voice might be raised among the satiated, that God commingled me with the hungered. O, have pity! O, you know not this fatal world whereunto you believe that you belong. So high, you are outside of it. I will tell you what it is.

Abandoned an orphan, alone in boundless creation, I made an entry into this gloom you call society. The first thing I saw was law under the form of a gibbet; the second was wealth—your wealth—under the form of a woman dead of cold and hunger; the third was luxury in the shape of a hunted man chained to prison walls; the fourth was in your palaces, beneath the shadow of which cowered the tramp.

The human race has been made by you slaves and convicts. You have made of this earth a dungeon. Light is wanting, air is wanting, virtue is wanting.

The workers of the world whose fruits you enjoy live death. There are little girls who begin at 8 by prostitution, and who

end at 20 by old age. Who among you have been to Newcastle-on-Tyne? There are men in mines who chew coal; they fill the stomach and cheat hunger. Look you in Lancashire. Misery everywhere. Are you aware that at Burton Lazars there are still certain lepers driven into the woods, who are fired at if they come out of their dens? In Peckridge there are no beds in the hovels, and holes are dug in the ground for little children to sleep in; so that in place of beginning with the cradle, they begin with the tomb.

Mercy, have mercy for the poor! Oh, I conjure you, have pity! But you will not. I know ye all. Devils bred in hell, and dogs with hearts of stone. Upward to your golden throne for ages has gone the cry of misery, the groan of hunger and the sob of despair, and ye heeded it not. What misery thou hast given shall be meted out to you in turn.

Bear in mind that a series of kings armed with swords were interrupted by Cromwell with the axe.

Terrible! The incorruptible dissolutions draw near; the clipped talons push out again; the torn out tongues taken to flight, become tongues of flame scattered to the winds of darkness, and they howl in the Infinite. They who are hungry show their idle teeth. Paradises built over hells totter. There is suffering, and that which is above leans over, and that which is below gapes open. The shadow asks to become light. The damned discuss the elect. It is the people who are on-coming. I tell you it is man who ascends. It is the end that is the beginning. It is the red downing on catastrophe.

Ah! This society is false. One day, and true society must come. Then there will be no more lords. There will be free, living men. There will be no more wealth. There will be an abundance for the poor. There will be no more masters, but there will be brothers. They that toil shall have. This is the future. No more prostration, no more abasement, no more ignorance, no more wealth, no more beasts of burden, no more courtiers—but light.—*Victor Hugo.*

ENGLISH HOSTILITY TO INJUNCTIONS.



MINIBUS injunctions against trade unionists, an invention of American judges established by corporate wealth, have recently been attempted in England, and the attempt has excited widespread indignation, not only among the organized workers, but also among conservative lawyers and independent editors.

We have too long submitted to the outrageous perversion of law and equity in the interest of plutocracy, and it is our imperative duty to compel Congress to "reform altogether" the inexcusable practice, which treats organized workmen worse than the vilest criminals are treated in depriving them of trial by jury and punishing them twice for the same offense, even when an offense is committed.

The English workmen have watched the growth of the abuse in this country, and they are determined to nip it in the bud. The situation which has arisen in Great Britain is instructive to us all.

The facts, briefly set forth, are as follows: Picketing is deemed illegal in Great Britain. The Court of Appeal has decided, in a late and famous case, that strikers or their sympathizers may not watch or beset a party or shop with the object of inducing or persuading workmen to stay away and refrain from taking the places vacated by the former. No distinction is made between threats and moral suasion, between intimidation and appeal to reason and generous sentiment. All picketing, in a word, is prohibited. Under the law, as it now stands, an injunction was recently obtained from Justice Farwell, of the High Court, restraining the officers of the Amalgamated Society of Railway Servants from watching and besetting non-union workmen employed upon a certain railway during a strike. Subsequently the justice modified his order, at the instance of the railway attorneys, holding the Amalgamated Society itself pecuniarily liable for the acts of its officers and agents.

This liability the trade unions deny, and the action of Justice North is unprecedented. While the English law provides

for the organization of labor bodies, it deprives them of the privileges of incorporation, and this restriction would carry with it (and has been held to carry) a restriction of liabilities. The extended injunction wholly ignored the difference between corporations and societies enjoying none of the corporate benefits. The justice says that, should labor bodies capable of owning great wealth, and exercising large powers escape liability, they could oppress and victimize employers with impunity, since the officers and agents directly enjoined are men of small means, and can not be held in damages in case of deliberate injury. This reasoning shows that Great Britain has not yet dreamed of using the injunction as it is used in our country. Here, the judge names a few workmen, and, in one sweeping clause, adds all unknown parties directly or indirectly concerned in the difficulty. Pecuniary compensation for alleged injuries to employers is not, and of course, ought not to be, resorted to, but a violation of the judicial order is punishable by imprisonment as contempt of court. This is far worse even than an attempt at enforcing pecuniary liability, for the latter has to be determined, as to the amount, in a regular proceeding, and the employer must prove that he has been damaged and establish the extent of the damage. The previous American plan permits arbitrary punishment by the court.

So conservative a journal as the *London Spectator* mildly protests against government by injunction, saying that the courts must be very careful and that Englishmen do not want injunctions used, "as in America, at every labor dispute." As in America! Monarchical, aristocratic and imperial England objecting to a practice so common in free, democratic, decentralized America! Isn't this enough to cause us to hang our heads in shame and humiliation?

And here is what that Tory organ, the *Saturday Review*, of London, in an article on the recklessness and arrogance of corporate wealth in the United States, has to say about our present situation. "The deeper lesson of democracy in the United States appears to be, that it is idle to es-

tablish political equality in an element of social inequality. Because, in America as everywhere else, the great force is wealth; for that reason wealth has got hold of government; democracy, in the present state of manners and morals, means plutocracy. It is so in France; it is so, to an increasing extent, in England, and even in Germany; only, in these latter countries there is still a counterpoise, in aristocratic and monarchic institutions dating from an earlier age. Political conditions in the United States are the reflex of social conditions; and political reform, to be effective, must involve and be a symptom of a profounder change in economic conditions, in manners and in morals."

In truth, government by injunction, is the most impudent assertion of plutocratic power, and organized labor must fight it tooth and nail.

It is plutocracy which denies to American workmen their constitutional rights.

It is plutocracy which assumes that every striker, every boycotter and every sympathizer with aggrieved labor is necessarily actuated by criminal intents and purposes.

Whatever social and economic reform may ultimately be found necessary to prevent the intrenchment of plutocracy in the United States and the destruction of industrial and personal liberty, resistance to the misuse of the writ of injunction is an immediate duty and necessity.

The apologists and lackeys of plutocracy have the audacity to accuse all opponents of government by injunction of favoring "free riot." According to this logic to demand trial by jury for burglars and murderers is to advocate free burglary and free murder.

Familiarity with evils has a tendency to breed indifference to them. People learn to "tolerate the intolerable," and not only eternal vigilance, but increasing organization and aggressive agitation, is the price of equal rights and equal freedom. They are the essentials to the enforcement of justice to all men, the goal to the attainment of which our movement is directed.

—*American Federationist.*

UNDERGROUND TRANSIT.

AN exchange says: The astonishing success of London's new deep tunnel electric railway seems to open a new era in rapid transit. It is so cool, so bright, and so free from all disagreeable odors, and the trains are so comfortable and light and run so swiftly and noiselessly that London is astonished and delighted, and the verdict of every large city is that similar methods of transit must come to them also.

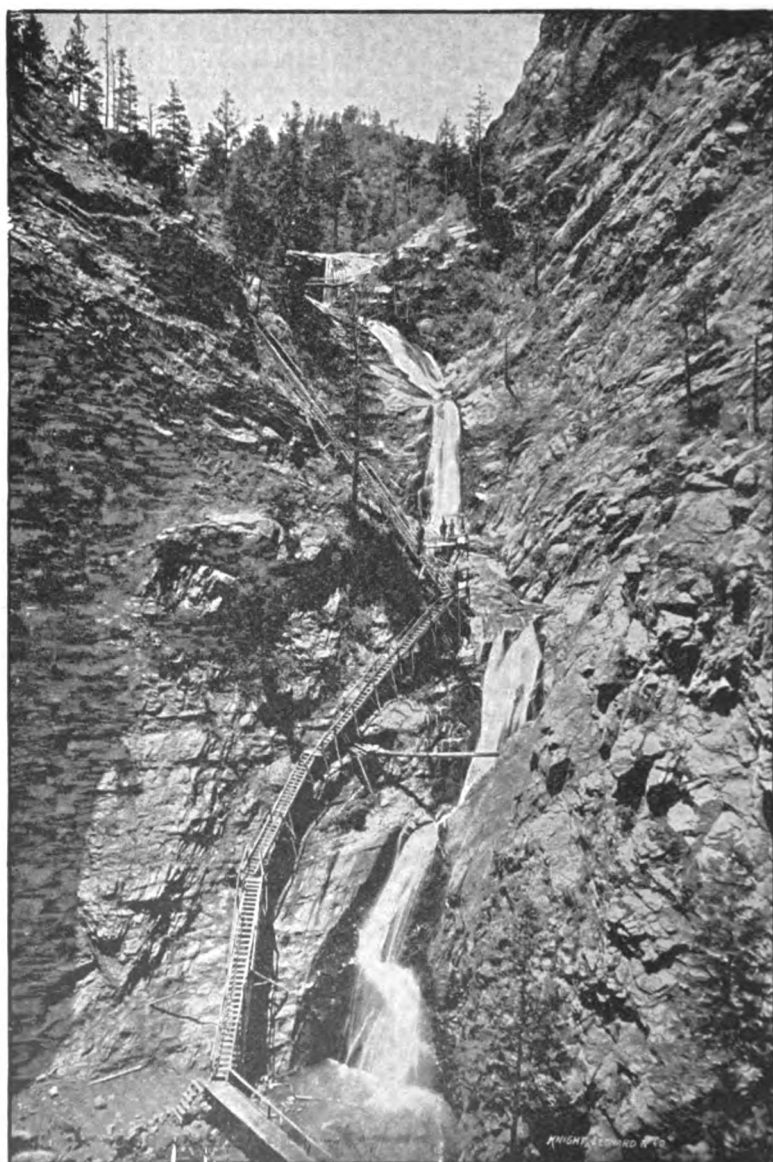
On the first day the road opened it carried 83,000 passengers, and the supposition was that many went out of curiosity. On the second day the number rose to 91,600; on the third it fell off slightly; but on the fourth it reached 93,000, and has been steadily rising ever since. A total of 40,000,000 a year will give the company a fair dividend on the investment, and while the directors expected to run at a loss for the first year, they are now confident of carrying during that period 50,000,000 passengers. The run is six miles long. The first shaft was sunk in August, 1896, so that it has been four years in construction. It has cost about \$2,900,000 a mile, or a total of about \$17,500,000. The upholstered vestibule cars, of which there are 190, running on a two and a half minute headway, cost \$5,000 each, and the torpedo-shaped motors, built in the United States, cost \$15,000 each. The running expenses are estimated at \$750,000 a year. When the additional lines, now in process of construction, are

completed, the capacity of the line will be 250,000 people a day.

A UNION MAN'S DUTY.

THE real work of labor organizations, the work that will be lasting in its influence and beneficial to mankind, is not found in the police function of protecting the immediate rights of the laborer, but in the education which association develops. When the great body of workmen know the economic law by which they are controlled; when they understand that the ills which they bear are the results of conditions within their control, rather than the perverseness of individual employers; when they understand that they are responsible for injustice, for want, crime and wretchedness, and that it is only because they have not learned the lesson and applied the remedies that the necessity for labor organizations has arisen, there will be a better condition of the race, and the work of the labor organization will have been accomplished. As a means to this end, men should be taught to be brave, self-reliant and helpful to their fellow-laborers, and to mankind in general; they should be taught that a man has only partly fulfilled his duty when he has informed himself; that he owes the duty of informing his neighbor, and of using his influence, his voice and his vote, in the working out of the problems of government in their relation to the economic welfare of the people.—*Benj. Dean, in Labor Advocate.*





SEVEN FALLS, CHEYENNE CANON, ON THE DENVER & RIO GRANDE RAILROAD.

Woman's World

WHAT ONE WOMAN ACCOMPLISHED.

IN the last issue of our journal I endeavored to show, in a measure, the wretched condition of prisons in the early part of this century. Now I will give you a sketch of the work done by Elizabeth Fry in the Newgate prison and elsewhere. One morning, while standing outside the prison walls, she heard the curate reading the prayers to the prisoners.

She asked and obtained permission of the governor to perform that office; also gained the advice that she better not get too near the grating, when she gave the great man a bit of a fright by saying: "Sir, if thee kindly allows me to pray with the women, I will go inside." The governor asked her to say it again. She did so, and he thinking to put an end to her asking such things from him, and also teach her a lesson, wrote out an order that she be allowed to enter the prison whenever she desired. The governor, however, was the one to be taught a lesson, as she presented the order at the gates, they let her in and she addressed the woman who seemed to be the leader, as sister, and asked the others to follow her back into the court-way, away from the noise of the street, so they could have prayers. They followed dumbly. After praying and reading the 107th Psalm with them, she left, coming each day, reading, praying, and ministering to the sick ones. In a week she proposed starting a school, which project was hailed with joy by the mothers. A governess, imprisoned for theft, was elected teacher. A cell was cleaned out and whitewashed, to be used as the school room. The school prospered, and the hungry-eyed women listened outside the door for any scrap of

knowledge that might be gained in that way.

Mrs. Fry next organized classes for the older children, gray-haired, bowed with sin, many of them. In classes of twelve, with teachers whom they agreed to obey, they were taught to sew, Mrs. Fry bringing cloth from her husband's store. The guards said every scrap of cloth would be stolen, but they were mistaken. The days were each divided into regular hours for work and recreation. Other good women from outside came to help; and the tap-room kept by a mercenary guard was done away with, and an order established that no spirituous liquors should be brought into Newgate. The women agreed to keep away from the grating on the street, except when personal friends came; also to cease begging, and to quit gambling. They were given pay for their labor. A woman was asked for as turnkey instead of a man, and all guards were to be taken away from the walls that overlooked the women's department. The women were given mats to sleep on, and blankets to cover them when the weather was cold. The governor, astonished, called a council of the Lord Mayor and aldermen. They visited the prison and found that order had come out of chaos at Newgate.

Surely we can well try to gain some knowledge from such a life of helpfulness as was this woman's. From Newgate she turned her attention to other prisons; she traveled through England, Scotland, and Ireland, visiting prisons and asylums. She became well feared by those in authority, as her firm and gentle glance went straight to every abuse. She was invited by the French government to visit the prisons of

Paris and suggest, in a written report, what reforms should be made. She also went on a like mission to Belgium, Holland and Germany, being received by kings and queens, and prime ministers, always treating royalty and unfortunates alike—as equals, keeping constantly in mind the thought that all men are sinners before God. There are no rich, no poor, no high, no low. In insane asylums the patients were not allowed to eat at tables. Food was given in tin bowls without knives, forks or spoons. She strove to alter such conditions as these, and always put her plans into practical execution. For half a century she toiled, passing away beloved as woman was never yet loved, by the unfortunate, the deformed, the weak, and the vicious.

There is work for us, maybe not the fame she acquired, but look at our government and their decision as to the can-teen question. How they permit ruin to be peddled around and sold to our soldiers by the pints, quarts or gallons.

That is one opening for work of an elevating kind, and if we look around us we will find many other ways in which to be helpful to humanity, and let us work, for the time cometh when we can no longer work.

BERTHA HOUSER.

OUR MODERN MINERVAS.

It is incontestable that the intellect of our country is fast being represented by our daughters. The last report of the Superintendent of Public Instruction of Pennsylvania is significant. It

shows the number of high school graduates in that State, for the year 1899, to have been 3,476, of which 2,122 were girls—or nearly twice as many girls as boys who pursue the higher public school course. The majority of teachers in the State are women.

How much wiser to grant to this educated American womankind enfranchisement and representation in our government, than to confer upon newly-naturalized, illiterate immigrants the dangerous power of the ballot. Conservatism, not justice, regards these brainy women and girls as political inferiors. With women forging ahead in all the professions and wage-earning avenues, it will be but a few years when the imperative demand will be for womanly counsel in our national legislation.

It is noticeable that, wherever the question of Woman Suffrage has been submitted, the objection has come from the unassimilated foreign and slum vote. American men, whose observation of womankind has been formed at American hearthstones, are prompt to admit equality.

In the four States of our Union where women and men legislate on equal terms, there is no discrimination against sex in wages or position. Ability is the test.

All hail! then, to these Minerva daughters, who are destined to bring into the family of the future a higher standard, emblazoned with equality, wisdom and skill—the heritage of children born of parents equal in family and State.

IDA PORTER-BOYER.



Poetical

Suspense.

I know not if the time be long or short,
The intervening time between relief and me;
Of all the counter force that comes to thwart,
Nor of the loving force that with my hopes agree.

But while I wait, like bees I'll gather by the way,
From all that's beautiful and bright I'll take my share.

I'll glean *some* joy, though small, from every day,
Thus weaving comfort sweet from threads of care.

And I each day will aim to give some word or act
of cheer,

To carry of some overburdened life a part,
With willing hands sow broadcast far and near,
That I may light one cell within some darkened heart.

—Mrs. D. H. Lavenburg.

Toledo, O., Sept. 17, 1900.

"Is That Clock Right?"

The agent in his office small,
From early morn till night,
Is pestered with this question stale,
"Is that clock right?"

The minute he's on duty there
His troubles come to light—
"Say, mister, would you tell me, please,
Is that clock right?"

A drummer for a hardware firm,
An order or two to write,
Drops in with "Howdy do, old man?
Is that clock right?"

And next comes drunken Billy Brown—
He's in a sorry plight—
"Shay (hic), I (hic), I (hic), I shay,
Is that clock right?"

Miss Fashion Plate comes tripping in,
A message to indite—
"Please, Mr. Agent, can you say,
Is that clock right?"

And then the man who never has
A job of work in sight,
But always plenty of time to ask,
"Is that clock right?"

Thus the weary hours go by,
Though try with all his might,
He can not head the question off,
"Is that clock right?"

The waking hours—eye, sleeping, too—
Of this sad-hearted wight
Are one continual hazy dream—
"Is that clock right?"

In the morning when it's time to rise,
To again take up the fight,
He thinks he hears his wife call out,
"Is that clock right?"

Poor man! When all his work is done,
And he takes his heavenward flight,
We wonder if St. Peter 'll ask,
"Is that clock right?"

—T. O. Donovan, in *Express Gazette*.
Bellingham, Minn.

The Life Contemplative.

How various his employments whom the world
Calls idle, and who justly, in return,
Esteems that busy world an idler too!
Friends, books, a garden, and perhaps his pen,
Delightful industry enjoyed at home,
And Nature in her cultivated trim,
Dressed to his taste, inviting him abroad—
Can he want occupation who has these?
Will he be idle who has much to enjoy?
Me, therefore, studious of laborious ease,
Not slothful; happy to deceive the time
Not waste it, and aware that human life
Is but a loan, to be repaid with use,
When He shall call His debtors to account
From whom are all our blessings, business finds
Even here; while sedulous I seek to improve,
At least neglect not, or leave unemployed,
The mind He gave me; driving it, though slack

Too oft, and much impeded in its work
 By causes not to be divulged in vain,
 To its just point—the service of mankind.
 He that attends to his interior self;
 That has a heart, and keeps it; has a mind
 That hungers and supplies it; and who seeks
 A social, not a dissipated life,
 Has business; feels himself engaged to achieve
 No unimportant, though a silent task.

—William Cowper.

"Mother's Song."

When twilight's shades are fallin' an' there's no
 one here but me,
 I sometimes get to thinkin' of the days that used
 to be;
 I find myself a-dreamin' as I watch the embers
 glow
 Of things that used to happen nearly forty years
 ago.

I 'member how my mother used to hold me to her
 breast
 An' rock me while she sang the song she knew
 I loved the best;
 I 'member how I used to lie an' watch the embers
 creep
 While mother sang it o'er till her boy was fast
 asleep.

I don't suppose to other folks the song 'ud been
 so fine;
 It even might have grated harsh on other ears
 than mine;
 But to her boy, when mother sang, the song pos-
 sessed such charms
 That childhood's troubles vanished an' I slept in
 mother's arms.

Now mother's not been here to sing for nearly
 thirty years,
 An' though it brings back childhood scenes that
 moistens up the eye,
 I hope it keeps a-ringin' till my time has come
 to die.

—Bide Dudley.

Present Kindness.

Come not when I am dead,
 With flowers and strew the way;
 My dead heart cannot feel the joy—
 Give me your flowers to-day.

Come not when I am dead
 To kiss the marble brow,
 And useless tears above me shed;
 Give me your kisses now.

Come not with tardy love
 To stand beside my clay;
 Give love to my warm, living heart
 That needs it so to-day.

We weep and moan and, frantic, kiss
 The eyes that strangely stare;
 Had we but loved like this in life,
 Had shared the pain, the care, the strife,
 Perhaps that form of awful calm
 Would not be lying there.

EUGENIE CLARK,
 in *St. Louis Post-Dispatch*.

St. Louis.

"Putting on Sand."

Did you ever see an engine
 On a wet and slippery grade?
 If you have, perhaps you've noticed
 What an awful fuss it made—
 How the wheels just keep a-whirling
 Till a big and brawny hand
 Pulls the rod that made connection
 With the bolt that holds the sand.

Chorus.

Ding dong, ding dong! Ush! Ush! Ush!
 I need sand and so do you.
 And the reformation engine
 Will rush forward, understand,
 When all good well-meaning people
 Go to work and put on sand.

Now, for instance, there's a merchant
 Doing business on the square,
 He would like to blaze and thunder
 At monopolies if he dare;
 But the boycott it would pinch him,
 And the midnight fire be fanned—
 So he says just simply nothing,
 'Cause he hasn't got the sand.

There was steam enough a-heating,
 Yet the train remained at rest,
 While the powerful locomotive
 Slipped the rails like all possessed.
 Seemed Vesuvius was erupting,
 Yet she bounded o'er the land
 When she felt the grip and gumption
 Of the man who had the sand.

Then, again, you see that preacher,
 Scarcely knowing what to do,
 With a rich gold-standard member
 Over in the center pew;
 And the bread and butter question
 Brings the gospel to a stand
 In that church and congregation,
 'Cause they haven't got the sand.

There is not time to mention
 Half the folks that, through their fears,
 Stand to-day with wheels a-whirling
 Where they've stood for twenty years.
 And they will sign there ever,
 Until, at God's command,
 They shall try to pluck up courage
 And begin to put on sand.

—Western Laborer.

FACE-TIOUS

Fun in the Kitchen.

"I understand that the steak fell in love with the potatomasher."

"Well, he certainly was hard hit."—*Cleveland Plain Dealer.*

Can Be Done.

He—Do you think you could learn to love me?

She—I might. I learned to like olives—*Philadelphia Evening Bulletin.*

Enough to Make a Horse Laugh.

Hostler—What was that man talking about?

Livery Proprietor—He said he merely came in to ask if we were going to have any automobile sleighs to hire out.—*Indianapolis Journal.*

In Boston.

Kindergartner (telling the Christmas story)—And the shepherds saw in the heavens a glorious light, growing brighter and brighter every minute. What was this dazzling light, children?

"I know," piped little Barbara; "the dome of the Boston State House!"—*Boston Christian Register.*

The Turkey's Reply.

"Ah," said the farmer's boy, as he approached a nice, fat young turkey, "can you give me an idea of what would be good for Thanksgiving dinner?"

"I really can't tell you," replied the turkey, who saw something in the farmer boy's hand; "perhaps you'd better ax my brother."—*Denver Times.*

Determination.

"Don't you admire determination in a man's character?"

"It all depends on the result," answered Mrs. Sirius Barker. "If it brings success I praise it as splendid perseverance. If it brings failure, I denounce it as confounded obstinacy."—*Washington Star.*

Down to Posterity.

The Professor's Wife—The professor is in the laboratory conducting some chemical experiments. The professor expects to go down to posterity— (From the laboratory) Br-r-r. Bang!

The Visitor—I hope the professor hasn't gone.—*Harlem Life.*

Hit in the Face.

In one of Mr. Chauncey M. Depew's stories, he tells of meeting a man as funny as himself.

"One day," said Mr. Depew, "I met a soldier who had been wounded in the face. He was a Union man, and I asked him in which battle he had been injured.

"'In the last battle of Bull Run, sir,' he replied.

"'But how could you get hit in the face at Bull Run?' I asked.

"'Well, sir,' said the man, half apologetically, 'after I had run a mile or two I got careless and looked back.'"—*Youth's Companion.*

Wages and Salary.

"Pa."

"Well?"

"What's the difference between wages and salary?"

"If a man is working for \$5 a day running a machine of some kind, or laying

brick, or doing something else that makes a white collar and cuffs uncomfortable, he gets wages. Do you understand what I mean?"

"Yes, sir."

"But if he sits at a desk and uses a pen and gets \$11 a week and has soft hands, he receives a salary. Now do you see the difference?"—*Chicago Times-Herald.*

Arrived Just in Time.

A circus paid a flying visit to a small northern town not long ago, and the price of admission was sixpence, children under 10 years of age half price. It was Edith's tenth birthday, and her brother, Tom, aged 13, took her in the afternoon to see the show.

Arrived at the door he put down ninepence, and asked for two front seats.

"How old is the little girl?" asked the money taker, doubtfully.

"Well," replied Master Tom, "this is her tenth birthday, but she was not born until rather late in the afternoon."

The money taker accepted the statement and handed him the tickets. But it was a close shave.—*Spare Moments.*

Were Men of Few Words.

There is a little settlement of New Hampshire people in Kiowa County, Col. Among other things they brought with them the New Hampshire aversion to using any more words in conversation than are absolutely necessary, says the *Philadelphia Record*. Two of them met on the road recently and indulged in the following dialogue:

"Mornin', Si."

"Mornin', Josh."

"What'd you give your horse for bots?"

"Turpentine."

"Mornin'."

"Mornin'."

A few days later the men met again, and here's the way a hard luck story was told in mighty few words:

"Mornin', Si."

"Mornin', Josh."

"What'd you say you gave your horse for bots?"

"Turpentine."

"Killed mine."

"Mine, too."

"Mornin'."

"Mornin'."

Tackled an American Girl.

I was whispering low to the girl in the gauzy glimmer of lace and tulle. She had bent her lovely, swanlike neck to catch my words. Murmuringly they floated outward, and fell upon the pearly, pink-white ear as crystal drops touch silver cords and waken sweetest music sleeping there.

"You are so much to me," I said. "In all the dozen years since first my heart responsive grew to woman's sweet solicitude there has been none whose fingers spanned the octave of my soul and wrought the manly harmonies dormant there into a living theme.

"No face but yours has brought to me the face of angels, fair and pure, beyond the skies that bend about the earth, far, far removed from all its sordid thoughts, its groveling cares, its motiveless materialism. In you concentrated all my dreams are realized; my hopes to full fruition come, my dearest wishes made my own."

Slowly she lifted that fair, sweet face, until her soft blue eyes looked into mine.

Then she laid her little hand upon my arm.

"William," she murmured, "won't you please come off the roof?"

And as I clambered down I recalled the fact that I had tackled an American girl.—*London Answers.*



Our Correspondents

"THE SOCIAL ORGANISM—ITS INDIVISIBILITY.

JOSE GROS.

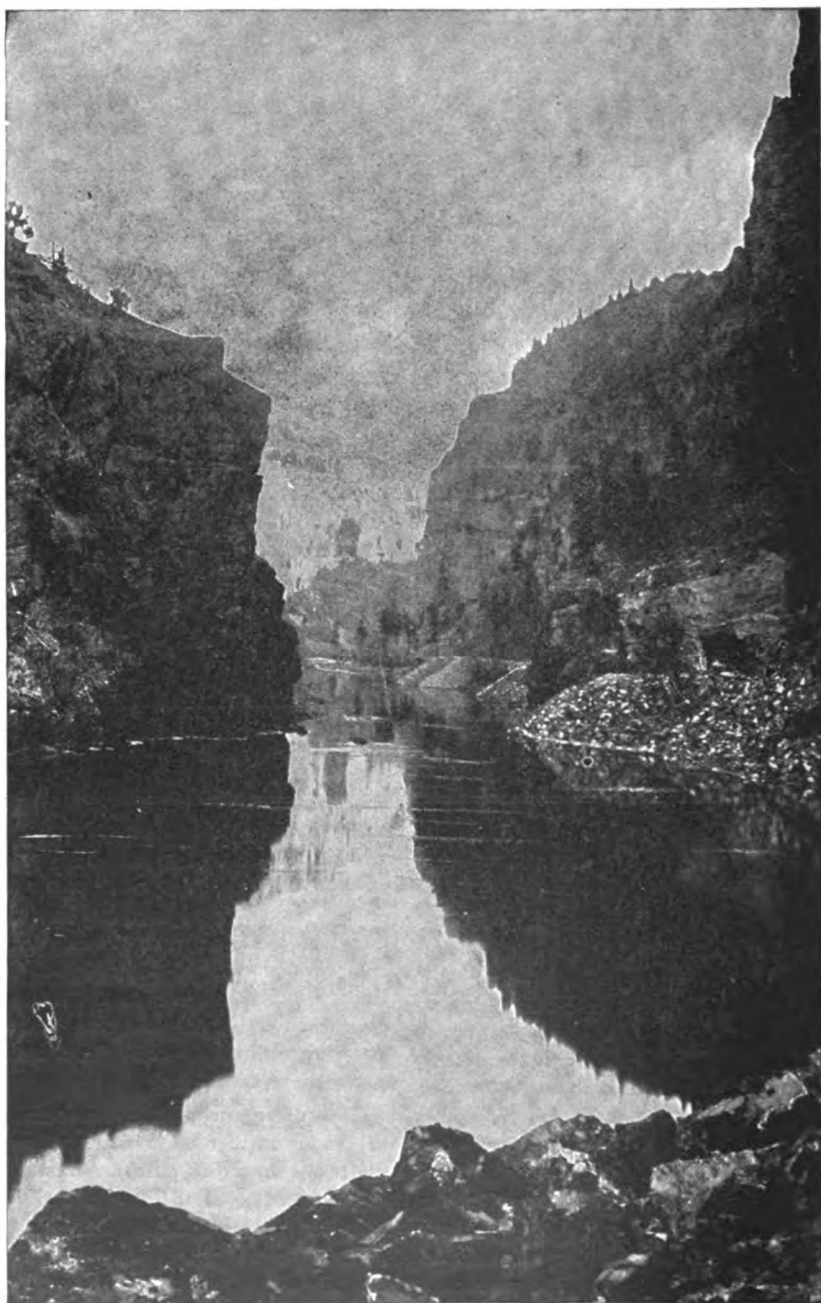
A NUMBER of years ago a brilliant and thoughtful lady writer said: "Woman ought to produce the effect of exquisite music." There is no doubt about that, but what if man stands in the way? Music is the culmination of all beauty, the symbol of joys celestial, the emblem of divine symmetry and sublime ideals. And how can woman bring exquisite music, or much music of any kind, in a world that man has saturated with sins and deformities of all kinds? And why so? Because man has never yet tried to produce the effect of exquisite sense, as he should. But sense, what is that? "Sound perception and reasoning," says Webster, and we don't know of any fuller definition, although we think we need a more precise and direct one. We suggest this: "Sense is the mind bent upon grasping and realizing the highest truth, and so God's kingdom on earth." Nothing short of that will do, it seems to us, because the kingdom of the infernal regions is bound to prevail, as it has so far, as long as God's righteousness remains not only unrealized yet, but without any clear perceptions of how to commence the job on the part of those who could best work in that line, because of their wealth, intelligence, and social position. If from those superior people we drop down to the best reformers anywhere, what do we find among many of them? The most confusing thoughts in all that appertains to social or governmental science, to the general public adjustments by which we create the atmosphere in which we have to live,

grow, and die—die long before our time, after having lived a meaningless life, most of us. All because of the perverse atmosphere of our perverse human laws.

Now there you have it, wrong laws made by the powerful in each national compact. That is the bottom cause of all human imperfections, of all crimes, all vice, all sorrow, all tragedies, whether they embrace whole nations, or are limited to family groups, in turn touching all families, sinking them down into a depth of despair. Each family tragedy is but the reflex of the greater one in each nation, gliding along century after century, even if now and then is less visible to those who may at the time have a rest in the family circle.

Well, what we call laws, government, politics, can we separate that from the rest of the social structure, from the industrial, civil and domestic life of every one of us? Does not government and politics fix the precise modes, and forms and conditions by which alone we shall be allowed to live and work anywhere? That is self-evident. Even a child can see that. Why not to commence by saying to each other what government has thus far been and what government should be?

Government or politics has been groups of landlords and other monopolists fixing the terms on which all other human beings would be allowed to live on God's planet, that is, the few placing the many under tribute for the naked permission of living the life of slaves, a mere animal life, or like wheels in a big, huge machinery. Of course, that some of the slaves yesterday have become the masters or monopolists of to-day, because men have no power to keep



CANON OF THE GRANDE RIVER.
(Courtesy of the Denver & Rio Grande Railroad.)

evil always on the same spots or channels, but the essence and importance of the wrong remains, and the fatal effect of that wrong must increase in proportion as population and wealth increases, as long as the wrong itself is not suppressed, root and branch. It happens with wrong what it happens with weeds. The latter must be uprooted and exposed to the solar rays, for them to perish under the solar heat. Evil and wrong must then be snatched, uprooted from that politics and governmental paraphernalia of human laws in which they have been incorporated, to be exposed under the solar heat and light of brotherhood laws, laws of equal justice and equal rights, with no privilege to any human being anywhere within the national domain.

It follows then that government should see that no man interferes with the full development of any men, and should thus grant to every one the complete display of all human faculties in whatever does not interfere with the same full display of the faculties of every other man. That means government without any laws of privilege or monopoly, just what we never had.

It seems impossible that after 60 centuries of human experience, well educated men in the best educated nation on earth, should become the victims of the stupendous aberration involved with the plan of reorganizing society without reorganizing politics or government, and so without first suppressing the wrong, dishonest laws with which we fix the march and development of all our industrial relations, from inception to finish, in production, distribution, exchange, all controlled by the men who alone can say what patch of land shall be used or not everywhere in farms, mines, cities, towns, roads, bays, rivers, mountains, plains, valleys, sea board, and even far into the wilderness, no matter how worthless yet it may be, no matter how inhospitable yet. Politics or government is monopoly in the realm of law, giving birth, and feeding all industrial monopolies. The two sets are then inseparable, as much so as the two sides of the blade of grass. You cannot split the latter. Still less, if possible, can you separate the former. They must live

or die together. We must kill the two with the same sword, with the law of equal rights. Any attempt to kill the one first and the other later on, is worse than child's play. The same blow, all at once, must demolish those twins—monopoly in the field of politics, monopoly in industrial life. They are one and indivisible, not only twins, but entwined.

As for our ballot contrivance, of course that is a complete farce, because it only gives to the voter the power to say which set of monopolists shall rob the people through the handling of the law-making power. How the Athenians of 22 centuries ago would laugh at us, American citizens, with no rights worth talking about, if they came down to visit us! The voter must say on each election day: I want this and that law, today, and no more, each one, two or three laws; to suppress the most glaring evils then. And two or three laws every year, for five or six consecutive years, would give us all the laws we would need in any fifty years, under equal rights to all.

Let us be sensible, we radical reformers. We don't doubt the honesty of those whose plans we have criticised. But, as we have indicated at the commencement of this article, man must produce the effect of exquisite sense. It is then that woman shall produce the effect of exquisite music. It is then that this world of ours shall be worth to live in. It is then that death shall have no terrors for anyone. Death is the birth into the grander life, when we do our best to realize all divine ideals on earth. And each day here below has then its sweet dazzling joys, such as under no other conditions can be had.

In order to be effectual and permanent, social reform should not be a mere materialistic scheme. It must rise into the higher level of spiritual life. The latter embraces all that is good in the material order, as the greater quantity embraces the lesser. Then, beyond a certain point, wealth is the source of all evil and all sorrow. Besides, ethics in wealth production and distribution must necessarily imply ethics in law evolution, if we have any logic in the morality of our general, collective relations, if there are

any connections between cause and effect in social life. We can hardly expect moral volitions in the individual before he has evolved morality in the region of thoughts. Law is the realm of collective thought, as wealth production and distribution is the orbit of our combined collective volitions. And man, as a social unit, is not only an industrial unit, but a political unit too. The social organism can have no attributes which are not possessed by man as an individual citizen in his double capacity of wealth producer and law maker, and hence the regulator and organizer of all his social activities, political and industrial. To overlook that double capacity of man is to impair and undermine the work of God.

THE SINGLE TAX.

A single tax advocate in the June number of *THE RAILROAD TELEGRAPHER*, criticising the article in the May number, entitled "Reign of Capital," says:

"There would be no 'ownership of organized capital' if there were no ownership of the earth. * * * To admit ownership of the earth is to deny to the producer ownership of his product. * * * Exclusive possession of localities for given periods is necessary to human progress, necessary to the cultivation of the soil. * * * The Single Tax offers the only possible method of securing to the user this necessary exclusive possession."

When Thomas Jefferson destroyed the privilege of *entail* he removed the system by which landed estates are compulsorily passed from father to son, from generation to generation. It is that system which has built up the landed and titled aristocracy of the old world. It was too exclusive and undemocratic for him. He saw the danger to our institutions which always follows the concentration of wealth, and its consequent power in the hands of the few. In those days the West was an unknown and unexplored country. The woods were full of opportunities. The unlimited resources of a new country were to be had for the taking by whomsoever would, and he struck the blow which he believed would forever prevent the concentration of wealth in the

new world. But he permitted private ownership of land to remain and become a part of our economic order, and what he destroyed in the right of entail has been regained under the name of vested rights and corporation ownership. Now ownership that passes involuntarily from father to son by virtue of the law of entail is no worse in its effect upon society than ownership that remains a permanent vested right of a corporation or passes from owner to owner by the law of sale and assignment. It is not so bad. The evil of private family ownership is multiplied and intensified in its results under corporation ownership, because the latter is broader in scope and mightier in its range of possibilities.

It is the boast of the Astors that they never sell land, and this fact suggests the question, wherein lies the difference to the laboring world that has created all values and produces all incomes, whether estates pass from the deceased to the survivor by the law of entail or by the voluntary will of the father, or yet to corporations by sale and assignment? The evil lies in the private ownership of more land than the owners can themselves use or occupy.

Now, if we analyze the term "ownership of land" we shall find it to be a perpetual, legal right to have and to hold, and to use, or not to use, and to dispose of as one pleases, for the profit and pleasure of the owner, and always depends upon force to perpetuate and maintain it. If that force be highly organized, as in a stable government, if it be a known power, ready to respond to the slightest demand upon it, possession and control remain practically undisturbed by conflicting interests, and the actual exercise of force is seldom required to intervene between contestants. But ownership always depends upon it. There can be no permanent possession or control of land without it until we attain a higher state of civilization.

Now, the land monopolist has but one purpose in view in maintaining his possessions, and that is, the exacting of a share of the values produced by labor applied to the land. His exactions, his demands upon labor for the use of his land, at first moderate, becomes excessive as the power and

organization of his wealth increase, and finally oppressive. If the possession and control (ownership) of land without conditions being lawfully imposed as to its use and improvement, is permitted to oppress the people as a whole and operate against their economic interests, the source of the evil lies in the law and the operation of it, i. e., the administration of the power that alone makes peaceable ownership or possession possible. That such a condition of private control of land and its resulting oppression exists to-day and depends upon the law for that very existence is a well-known truth. How may the cause of this oppression be removed without endangering the peace of society?

The argument of the Single Tax economist is, that were all taxes assessed against land and based upon its productive value, the effect in its operation would practically be to confiscate land from the present large owners, few in number, and transfer possession and control to another set of owners, larger in number, more widely distributed, and composed of the workers directly interested in production, who perform useful labor for society, as against the former class, who do no useful labor, but whose incomes are derived from the labor of others by reason of the operation of the wage-profit system, and the control of land as stated.

But a change of owners, a change of masters, with the *private* ownership of the land and the means and machinery of production and distribution left undisturbed, would be no release from industrial slavery. It is even possible to conceive a state or condition of absolute *public* ownership of land, and private ownership of capital (machinery of production and media of exchange and distribution), organized to improve and develop land to its highest productive capacity, and withal a resulting state of wage-slavery. For, as this critic truly says, "Exclusive possession of localities for given periods is necessary to human progress, necessary to the cultivation of the soil"; and exclusive and undisturbed possession is equivalent to ownership *pro tempore*. And yet possession and control must rest somewhere. It must rest in the indi-

vidual, in combinations of individuals, or in the people; that is, the nation or political divisions of the nation.

But absolute private ownership of land in this day and age, carrying with it, as it does, the right of sale and assignment, without regard to future occupation or use or the necessities of the people, is as much an anachronism as would be a return to the law of imprisonment for debt or hanging for theft of two hundred years ago. We have outlived the expediences of Jefferson's time, and private ownership of land, which may have been expedient in his day, has been turned into a mighty engine of oppression in our day. It must be turned back again to where it rightfully belongs. Private ownership of land must give way to occupation and use, and the power of government, which now creates and subserves ownership, must be made what it always should have been, a police regulation to maintain peace and order during such term of possession and use, nothing more and nothing less.

But whether possession and use and occupation is determined by absolute ownership or by this police regulation, as stated, the capitalist-operator depends upon two other things, aside from the mere possession of the land, to maintain the value of his holdings, and assure him his income (share of the things produced). These two other things are labor applied to the land (the producer), and the patronage of the public (the consumer). To-day, with both feet upon his lands, he holds the producer in his right hand, and the consumer in his left. Withdraw these two important things, without which he is powerless, and practical confiscation would ensue as a natural, and not as an artificial or law-made process. His rents and interest and profits, all his values not held for use, would vanish like castles in the air. His profits would be destroyed. His income cease. The truth is, no human mind can conceive a value attached to land which does not depend upon labor to maintain it. and has no value apart from its use, and no use that does not involve labor. Labor is the only true capital; labor produces the wealth of the world; labor pays

all taxes, interest and profits, and until these three well-known economic axioms are successfully disproved, productive labor will continue to pay all taxes, assess them as you may, and call them by whatsoever name you will. That the present system of taxation is a most unjust one, and needs revision, is a fact evident to all unprejudiced students of industrial economy; and, although in thousands of cases confiscation now follows land taxation, yet, to confiscate land is not the purpose for which taxes are imposed or systems of taxation devised or incorporated into our laws. It is a result, not a purpose; and no system of taxation having that declared purpose in view will ever be enacted into law while private ownership of land is the rule and not the exception. And yet confiscation, if you will allow the word, of the possessory right to hold land out of use is coming; but not up the Single Tax road.

Nor is it to escape taxation by any means that the Single Tax enthusiasts would devise a new system; no one charges him with that motive. It is to equalize them, to adjust them to a basis of justice and equity, and escape the exactions of the omnipresent landlord? But he goes about it by the roundabout way of confiscating land, by the process of destroying profits, by a system of land taxation. In other words, the Single Taxer would initiate a system of taxation to effect a result (a change from private to public ownership of land), which system of taxation itself can only be a result of such change of ownership, and not a cause. Such a system of taxation will *follow* public ownership of land, *not* precede it.

But, admitting for the moment that it could be done, it would take too long to improve industrial conditions in that way. Years and years would elapse while trying to effect by indirection that which can be effected in a few years at most if undertaken in a direct and practical way. The great majority of the common people would never consent to it, and the capital owners, having the taxing power well in hand, will see to it that it is never so done.

The desired result then, briefly stated. as the Single Tax critic will admit, is the free

opportunity for labor to take peaceable possession of unused or unoccupied lands, and hold them during use or the productive period. Such opportunities can only exist where land ownership remains with the people, and has not been granted to individuals. That is in the commonwealth. The nearest approach to such a condition to-day is in the mining laws governing unoccupied mineral lands, which provide that any citizen of the U. S. may locate such lands and hold the same for an indefinite period, provided, labor to the value of one hundred dollars be annually expended upon each minimum subdivision thereof. The object of requiring the miner to perform a given amount of labor on each mining location is, as stated in the mining law, "to promote the development of the mining interests of the U. S." But many evade the law, and to prove right of possession has resulted in endless litigation in many instances. So, of late years, some States and Territories require the miner to record a certificate, setting forth the fact that the labor has been performed in a lawful manner. For recording this, a fee (another tax) of a dollar or two is charged and absorbed by the county. This certificate is henceforth prima facie evidence of the fact that the required amount of labor has been lawfully performed. Now let the Single Tax organizations exert their energies in the direction of reducing the labor tax (for that is what it is) of a hundred dollars per annum, to a money consideration, say of ten dollars on each undeveloped location, or raise the certificate tax the same amount, make a Single Tax of it, and the principle of the Single Tax would be established in the land; the cause of contention and litigation over mining claims would be removed at once, and development work would take on new life and activity. When production begins, the tax would of course be assessed upon the value of the output of the previous year, and the certificate of payment of the tax would constitute a legal warrant of possession for the current year. Here is practical work for the Single Taxers to take up at once, which can only be productive of the best results. As I have said, the Single Tax will follow public

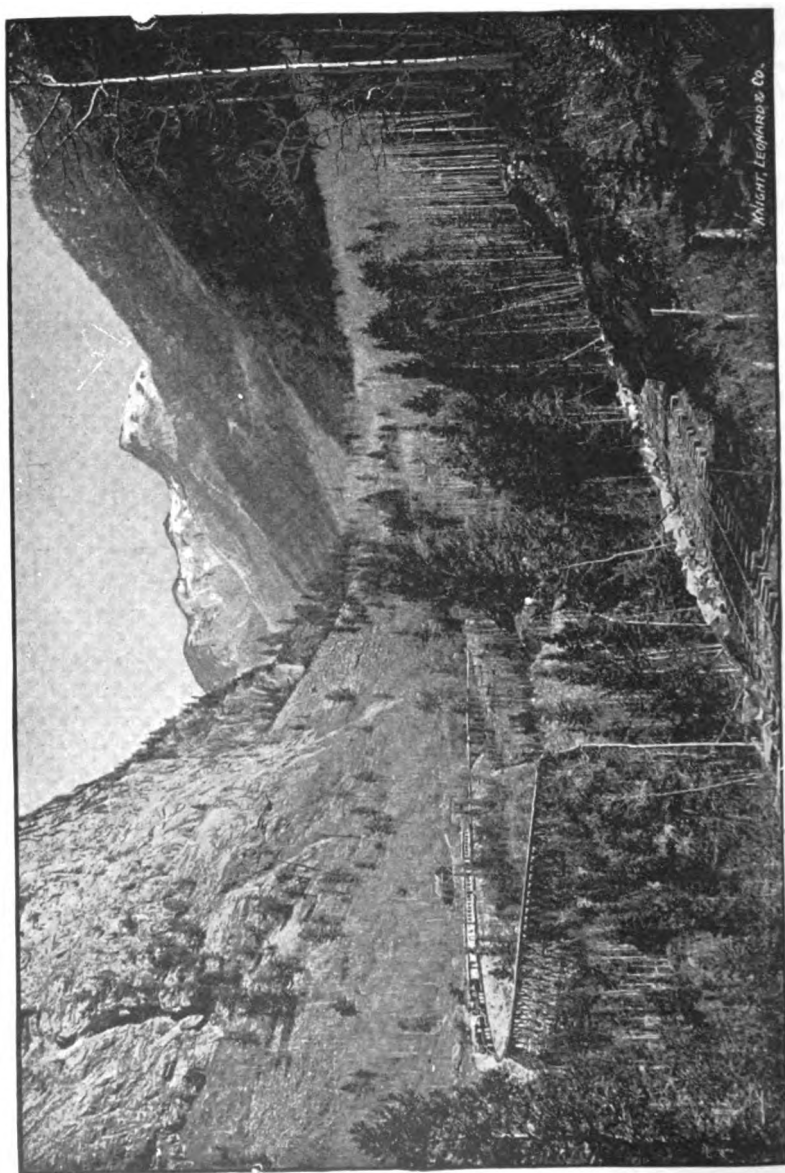
ownership of land, not precede it, and wherever land now belongs to the State or Nation the Single Tax may be the more easily and quickly applied. There is where the beginning should be made.

In the social state that is slowly but surely being wrought out in the industrial workshop of the world, the people, the commonwealth, will constitute a mighty trust. Land will be held in common, and its possession and use will be policed and controlled by the people, and the regulations regarding its use and the control of the products of labor will be called government. Not government as we know it to-day will own the land and operate the industries as some so-called political economists erroneously contend, but under a new industrial system the people will take a firmer grasp upon government to meet the new conditions. A charge for the use of land will be paid to the State, and this charge will be called land rent or taxes. Society will have more freedom than it has in this age, for by that time labor will have learned by both precept and practice, the important, economic lesson—that in co-operation in production and distribution lies its only hope of achieving industrial freedom. Co-operative labor companies will practically have free access to unoccupied or unused land, and combinations of organized capital will not be denied the same privilege. But combinations of capital will not exercise the same despotic control over the laboring world they do to-day, for the reason that labor's opportunities will be multiplied because of free access to the land, and because of a broader comprehension of its organizing rights and freer exercise of its productive powers.

As already stated, confiscation of the legalized wrong of holding land out of use is coming, and organization that can stop at nothing short of that result is taking place to-day at a rate never known before in the industrial world. Not for this declared purpose, however, is industrial organization being perfected, but the lines of all organization are converging toward that common point. How far it will go beyond that in the direction of confiscation and repudiation, no one can say; but united labor is destined to be the greatest power that can

be brought to bear upon the land monopolists and all oppressive aggregations and combinations of private capital, and make them responsible to the public, that is, to patrons and employes, to producers and consumers alike. Laws of restraint and regulation and taxation will never do it, because these same combinations control the law-making power, and no political reform curtailing their privileges need be expected from that quarter, that is not wrenched from them by superior force or power. But that superior force and power is at hand. It lies in labor; and when it has gathered itself together and feels and knows its strength it will not stop at taxation. Day by day it is organizing and drawing nearer and nearer to the ownership of the industries which it operates. Steadily as the tide riseth, it is concentrating its power and marshalling its forces, and making ready to demand of private capital the ownership and control of all industry. One by one it will attack the industries of the country and bring them under collective control. That this is true every movement in labor circles bears witness. The destruction of profits of private corporations by strikes and by turning patronage from them by the boycott, thus reducing their dividend-paying power; the mutual benefit and insurance plans operated by labor organizations; the building of labor temples in various cities by trades unions; the acquisition of coal lands by the American Federation of Labor (as lately reported) for the purpose of organizing co-operative mining companies; add to these the oppressions that follow the concentration of wealth and industrial power of the great private corporations of our time, and all these movements, all these facts, points to the sure evolution of industry from private to public control at no distant day.

The world is being aroused as never before to the fact that its industrial machinery is out of balance. It needs readjusting. All reformers acknowledge that conditions are bad, that fundamental reorganization is imperative, but they can not agree upon a plan of action to effect a remedy. There is no co-operation among them to speak of. They are pulling in different directions



OPHIR LOOP.
(Courtesy of the Denver & Rio Grande Railroad.)

and make no real progress. All is turmoil and confusion. And yet there are reform societies and associations and labor organizations enough now, and the power lies latent within them to compel parasitic capital to release its grasp of the industries of the world, and return control to the people where it rightfully belongs. But control necessarily follows ownership, it never precedes it; and industrial reformers and leaders are just beginning to realize that they can not control industries they do not own. They may acquire the right in a measure to police them, to regulate conditions of service and wages; they may secure the enactment of laws providing for taxation and sanitation and arbitration, and even prohibiting immigration, and all fail in their purpose at last. Control comes no nearer the people. Industrial power is irresponsible still. Patron and employe are alike exploited, and the piteous appeal "What shall we do to be saved?" confronts humanity today, even as it did two thousand years ago.

CLINTON BANCROFT.

SHALL WE ABOLISH SUNDAY TRAFFIC?

So far as I am aware the railroad men of America have never once taken decided stand in opposition to Sunday traffic. It may be that we have passed resolutions in favor of restricted Sunday traffic, but an expression of opinion, and a decided stand are different. If the fathers of your great republic had been content with passing resolutions then the history of America would have been different. But they were men of action, and not a man of their number but who believed in the rightness of the cause, and they were, therefore, willing to sacrifice their all in the interests of that cause. Shall it be written of us, the men who operate America's railroads, in this, the closing year of the climax century, that we were men who saw that the right thing to do was to abolish Sunday traffic, and that, having seen what was right, we went ahead and did the right? Or shall it be written of us that we "resolved" that Sunday traffic was wrong, and that we "hoped" something would be done to relieve us of

Sunday work," etc., but that we hadn't the manhood to stand up for the right? Shall it be told of us that we were content with folding our hands and saying "It can't be done!" I hope not, for it can be done. Your General Grant would not allow that word "can't" to be used in his presence, and he was right, for there is no such thing as "can't" when men make up their minds that a thing must be done, and that it *shall* be done, for Omnipotence is on the side of the right. For years our energies have been directed toward the betterment of our condition financially. Is it not time we gave this most important subject of which I have been speaking the consideration to which it is entitled, for I believe it affects our most vital interests? Will not each of the brotherhood journals give this subject a more prominent place in their editorial columns?

CERT. 511, SYSTEM DIV. 7.

"VIEWS OF B. & O. S. W. R. R. AGENT ON EXPRESS."

We all seem to have a kick coming against express companies. Why? Are the express companies always in the wrong? To see a man engaged in the express business, is it only to see a rogue? Is it impossible for an express official to be an honest, upright man? In answer to these questions one only has to look in back numbers of *THE TELEGRAPHER*. In one you will be led to think express people are never right. In another that all are rogues and can not be otherwise. In fact, you will find we are being robbed and every other thing that is dishonest. Now, Brothers, to you that are discontented with express companies, did you ever consider the matter as to whether you were giving the express company a fair day's work? Did you ever try to increase your business in any respect? And do you, beyond all doubt, give them service that you are proud of? If so, possibly you have a kick coming. You must not think that I have a job where my commission pays me from \$18 to \$20 per month, for such is not the case. At present my commission varies from \$8 to \$12 per

month. When I took charge of this office my commission was from \$4 to \$8 per month. By careful attention I have managed to increase my business by near one-half. Of course, I have my troubles, like all the rest of railroad express agents, and I have found that in every case where I was "expensed" that I was entirely, or to a great extent to blame, either for not knowing exactly how to handle the question before, or by undue carelessness on my part. Recently I got some express for my personal use from Cincinnati. I wrote Route Agent Hennis, and asked for deduction of express charges, which was promptly granted in full. How many of our fair-minded railroad companies will do the same thing? Is this kind of work by express officials robbing employes?

Of course, I have had kicks coming. Here is one that caused me no little amount of grief while working at a small station on this line: The U. S. Express had their office there and was paying agent a salary of \$5 per month for services. I had only been at the point about two months when I received notice that I would be placed on commission. "Was I mad?" Well, I should say I was. I promptly resigned. In a few days my railroad superintendent advised me to continue my duties as express agent if I wanted to work for the company. So I worked for the express people, but filed my complaint with our O. R. T. Division at North Vernon. When the committee was up to Cincinnati, Ohio, they took the matter up with the General Superintendent. He told them that the railroad company and express company had no contract, but that he would consider it a personal favor to him not to have the matter taken up as a grievance, and it was here dropped. Well, my commission paid me from \$1.20 to \$2 per month, and thinking I had been unfairly treated by the express company I did not make any effort to increase the business in any shape and form, and took a delight in making as poor a showing as possible. After leaving that place I began to come to myself again, and saw that by an effort on my part I might easily have made my \$5 per month. Hence my question, "Do you give express com-

panies credit for what they do?" and do you give an honest hour's work each day?

Brothers, do not be too hasty to condemn. Always give every man his due, and you will find that he is not so bad as you thought at first sight.

Yours in S. O. & D.,

"Jo," CERT. 11, DIV. No. 9.

KNOW HIS BUSINESS.

With your kind permission of a short space in the telegraphers' journal, I would be exceedingly pleased to express my views on the telegraph operator of to-day.

Years ago I earned my daily bread the same as your membership does at the present day, namely "pounding brass." No one in the community of New York cared to "buck" up against your humble servant in receiving a message, and I was acknowledged the ablest in this portion of the country at that time.

My salary was in excess of several of the wire chiefs, and I could easily do the work of two ordinary operators.

One night in a dream (after eating lobsters,) I seemed to have visions of my precious position vanishing, but could hardly think it so, but in less than two months the great Western Union strike brought me to realize that at least one dream during my existence had come true. I was out, yes, down and out. I was a member of the brotherhood, and vowed to stand by them. win or lose. For two weeks I did everything in my power to assist the cause for which we were striving, but plainly I saw that the end was near, and that we had lost. I never reported for duty to our able (?) superintendent, as I knew that his love for me had died at the commencement of the strike. Could I get a position at anything else? Well, I could try, and try I did, being successful in procuring an elegant position as "drummer" with a large New York house. Now, to keep on the track of my story, this house is still in existence to-day, and I still have the same position as I sought for years ago, or after the great Western Union strike was over.

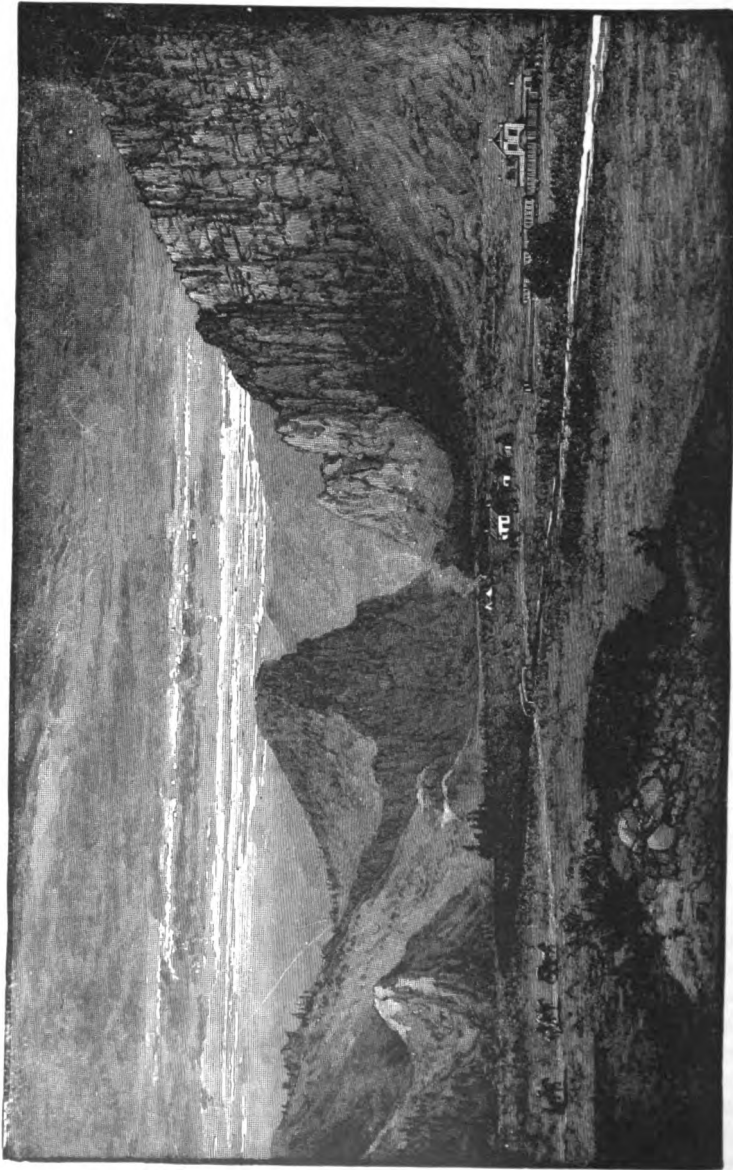
Now, each year, this house has an outing in which all drummers are called in, all

employees in the house are given a holiday, and the establishment is closed as tight as a national bank at midnight. It was what I saw at our last outing that prompts me to write on the operator of to-day. The outing, etc., is arranged so that a good steamboat ride is included, and, to cut the story short, we arrived at a place called C——. The sport began, when suddenly I was accosted by a messenger boy from the company for whom I used to work. He handed me a message, and, upon opening it, I learned that I must go at once to Chicago, and close a big deal there for goods. The boat not leaving for hours, I was compelled to go to the railroad station, and at this place I saw something that would make the operator of fifteen years ago feel green. It won't be necessary to describe the agent in charge, but he was a very accommodating fellow. This I learned after watching him for half an hour, the time which I was compelled to wait for a train.

A young lady entered the waiting room, and, after gazing around, approached a phonograph, which was placed there, working as a "penny in the slot." She dropped her penny, and the machine failed to work. "For the benefit of others," she said, "I will notify the agent, that others may not be swindled as I have been." After explaining that the machine was out of order, the agent came out, looked at the machine, produced a bunch of keys, opened it, and, with screwdriver, soon had a dozen pieces of the wonderful machine scattered on the floor. To my surprise, in ten minutes he had the machine in working order, and, handing the tubes to the lady, told her she would not lose her money after all. Soon a very fat man entered the station, I presume weighing in the neighborhood of 250 pounds, and his curiosity was aroused at an automatic weighing machine. This machine also worked for a penny. He, too, dropped his penny and the machine indicated that he weighed 132 pounds. He was German, and the manner in which he protested against the swindle was laughable. Again the agent was accosted, and told of the trouble of the weighing machine. Another bunch of keys, and in five minutes springs screws, bolts, nuts and indicator hand, dial

and a glass face were flat on the floor. The German looked on, awe-struck, but seemed very much pleased that he had broke the machine. In another ten minutes this machine looked as of yore, and the German was satisfied with a correct weight for his penny. A little girl came rushing into the waiting room with a penny in her hand. Rushing up to a "penny in the slot" chewing gum machine, she deposited it in the small place for that purpose. Pressing a plunger, as indicated on the face on the machine, she looked for her mite of gum to fall out. It failed to fall, and she began to cry. The agent hearing the trouble outside, came out, and I think I could trace a weary look on his face. The little girl painfully told of her loss, as the machine did not work. Same old bunch of keys, and hundreds of pieces of gum, bon-bons, chocolate and chewing gum were soon to view. Again I saw pieces of iron come out of a machine that would cause an inexperienced watchmaker to groan at, strewn on the floor, and, then to my sorrow, the blast of a whistle told me that my train was near at hand. I certainly regretted to leave that station, as I was anxious to see what would turn up next, and when I left the waiting room I turned and saw that agent placing the pieces back in the machine, and I suppose that he had located the trouble.

This ends my story, and I assure you it did not end my thinking. I could not get my mind off what I had seen, and at last I came to the conclusion that a telegraph operator of to-day is not up-to-date unless he can answer two telephone calls at one time, hurry a cabman down to Jones' house in answer to his call on "phone," show a certificate of four years' service in a machine shop, prove that he was superintendent of some well known electrical concern, and show by his actions that he is posted on rates from New York to any place west of the Mississippi, either freight, express or tickets, always bearing in mind that he is to work to the interests of the Goswift and Nopay railroad in routing freight and passengers. He must also be thoroughly competent at baggage work, keep his station swept clean, and scrub it every Wednesday night, permitting the win-



WAGON WHEEL GAP, COLORADO.
(Courtesy of the Denver & Rio Grande Railroad.)

dows to go over till the next night. Must always be prompt in answering Western Union calls, that messages can be transmitted with dispatch, and must be capable of properly handling the one hundred and nineteen other titles which have so kindly been bestowed upon him.

Yours truly,

BILL WILLIAMS.

FROM ARIZONA.

I am for progression. I think we should have a reserve fund for the M. B. D., to be invested in Government bonds or some other safe investment; also one for the protective department. Then, I am in favor of our Order fathering a bond company, and that soon.

H. M. STAMP.

THE NIGHT OPERATOR'S BURDEN.

I arrived at "RO" one very pleasant unpleasant P. M. in the afternoon of November —. The sun was shining as bright as ever you saw a sun shine, and it cast its rays here and there, and seemed to say, "Hurrah for McKinley!" I felt like a new man when I discovered that I was going to take charge as night operator at "RO" (after supper). The agent at "RO" met me with a smile, but it was hard to tell which he was smiling at, me or the station hand, as he was cross-eyed in both eyes. The agent looked to be about 40, and wore a long Prince Albert coat, and red side-whiskers. I stood around awhile, and, after taking a bird's-eye view of the little office, I said to the agent, in English: "What will I be required to do here?" "Oh! its dead easy," he says, "you won't have a thing to do," he says, "you will have to keep the switch lamps cleaned up, and put them up at night and take them down in the morning," he says, "I hardly ever sometimes get down before 8:30 or 9 o'clock in the morning," he says, "it depends somewhat on the time I get breakfast," he says, "I'd like for you to get down here by 6 every evening," he says, "as," he says, "I have to take a walk with my mother-in-law every evening," he says, "she is sick and old, ye know," he says, "and I always believed in being kind to an old person," he says,

"and she seems to think the world of me," he says, "and," he says, "I will want to get you to work for me about four Sundays out of each month," he says, "as I am a Sunday school teacher, and can't afford to miss my class," he says, "if you will do this for me I will give you a pretty Sunday school card every Sunday," he says, "and ask the good preacher to remember you in his prayers at our prayer meetings," he says, "and I'd like if you don't mind to get you to make out my Western Union report every month," he says, "you can keep it up on Sundays while you are working for me," he says, "and may the Lord bless you," he says, "and," he says, "I'd like to get you to scour out the office at least twice a month," he says, "you can get a box of gold dust for five cents, and that will be enough to scour twice," he says, "as the old saying is, 'Cleanliness is next to Godliness,'" he says, "and," he says, "I know you would like to write up my way bills and make out the expense slips at night for me, and that will be good company for you," he says; "you look like a smart boy," he says, "and you might keep my tickets written up for me," he says, "and at the end of the month I will let you make out my ticket report for me," he says; "by the way," he says, "did you ever make out a way-bill report? if you never I will gladly show you how its done, and let you make mine out for me at the end of the month," he says, "I am always willing to help the boys along," he says; "you must be very careful with your ticket money," he says, "and be sure you don't let the rats take any bills from the drawer," he says, "never allow anyone to spit on the floor," he says, "unless its the superintendent or some official of the road," he says; "always keep a sharp lookout for thieves," he says, "and see that they don't steal any of the window blinds or the depot doors," he says; "keep your eyes on drummers," he says, "and see that they don't swipe any baggage checks and check their own trunks," he says; "keep an eye on the trainmen when they are around," he says, "and see that they don't steal the office cat," he says, "and you might give the cat a part of your lunch at night," he says, "as I always believed in being kind to dumb ani-

mals," he says. "If I do you can't tell it," I said to myself. "Be kind to the poor old nigger station hand," he says. (Just then I heard the station hand out in the baggage room singing:

"I stood on the bridge at midnight, as
drunk as a son of a gun,
Two cops came 'round the corner, and you
ought to see me run.")

"And," the agent says, "I'd like to get you to sweep out the office and bring a bucket of water for me every morning. I am sure you will like the place," he says, "and I will board you for \$15 a month, then you will have \$10 left to send to the missionaries in China," he says.

After you had written 50 letters and tramped 300 miles, and at last had found a job, and then met with the above—wouldn't it jar you?

JAMES WALKER HEATHERLEY, Operator.

MAY, A CHRISTMAS STORY.

When the dispatcher sent May to report trains and take occasional orders at Newgate it created a sensation all along the line. Before she had been there twenty-four hours every operator had been called up, "Just to say 'Hello,'" she said, and it was soon evident that she was the most popular person in the Great American Desert, so far as we knew. We all kept the line hot calling "NG," and before a week all the engineers were stopping there for water until they received positive orders to desist and to take water at Bradford, fifteen miles below.

Newgate was a meeting point for many of the through trains on the Union Pacific in an early day, and, aside from the tank and section house, the depot constituted the whole of the town.

May's sister had come West some time before to seek her fortune, and succeeded in capturing the section foreman at Newgate. This success gave May an inspiration. As she was of uncertain age and good appearance, she conceived the idea of entering the railway service and trying her chances where competition in social conditions was not so spirited. A few months of hard work in a made-to-order telegraph school

in the East fitted her to do the light work required at Newgate, and she proved to be a success from the start.

In those days towns were few and far between, and the advent of a brand new girl from the East, with all the attractions that cosmetics and a wire factory could give, was indeed an innovation. We operators hoped to take the first place in May's affections, but all to no purpose. Cowboys were ruthlessly thrust aside, and it was May who first reduced a railroad brakeman to his present servile condition. Her mania was for conductors. As most of the passenger men were married she gave her undivided attention to freight conductors. Many courtesies were extended to her as the trains whizzed past the station at Newgate, and May was always looking at her best. Many were the notes and magazines thrown to her by her admirers, and a smile or the wave of her hand to a passing trainman was enough to allay all his many troubles, be they real or imaginary. The race for first place in her good graces were exciting, but before the finish was in sight Frank Weston and Dave Allender were running a neck and neck race. Frank was at a disadvantage, for the reason that he was on a fast freight and rarely ever stopped at Newgate, but possibly May favored him because he would be a passenger man before many moons, and while he could never hope to win in an equal contest on account of his extreme bashfulness, we all banked on him nevertheless, because of his bright prospects, and named him the winner. Frank was thoroughly in earnest about the matter, and no doubt was counting the days when he might ride in "varnished cars" and have May all his own, even though she was a little old. His honest young heart never once entertained a suspicion that she would not be true to him. When Dave Allender found out that he was about to be distanced in the race he commenced concocting a scheme for his rival's overthrow.

May earned her board at the section house by assisting in the household duties, and at the expiration of three months Dave Allender "headed in" the local freight one day, and unloaded a parlor organ, which

represented her savings for the three months. Of course the organ must be put in the proper place in the office, then May must sing something for their trouble. She sang "White Wings," a song popular at the time, while the train crew stood around the organ in respectful silence. Dave made up his mind then and there to win the prize or lose in the attempt. May reported the local out thirty minutes late on account of a hot box. Of all "joshers"—and Dave had the reputation of being the worst of them all—a freight conductor can always carry off the palm. Dave could even look "the old man" in the face and tell a straight story, an accomplishment that often saved him a lay-off for his numerous little irregularities.

The Christmas ball to be given at North Platte that year by the firemen was to eclipse all former efforts. Costumes were to be furnished by an Omaha firm, and neither pains nor expense were to be spared to make it the most gorgeous affair ever attempted on the plains. We had engaged all the available girls for 300 miles along the line, and the conductors were to bring them down and take them back where we were unable to act as escorts. Each gentleman was to provide a costume for himself and lady, and, to avoid disclosure, the nature of the costumes was to be known only to the party securing them.

Of course Frank had secured May's company for the occasion, and that settled it so far as we were concerned, but not so with Dave Allender. Dave always had a hard luck story up his sleeve for any occasion, and this one was no exception to the rule. Two days before the grand ball Dave called in on May for a little chat while the train was waiting, presumably for orders. "You are looking fine these days, May, this air is putting some bloom in your cheeks." May felt flattered to think Dave couldn't tell ozone from a good quality of Swan's Down. "You are all ready for the ball, I suppose," he continued, "but didn't I have hard luck, though? Didn't hear about it? Well, I had that pretty little waiter girl at the eating house engaged for Thursday night, and now her sister is sick, and she had to go home, down in Missouri some

place. Got the costumes and everything. She was to represent Maud Muller, and it's a peach; just about your size. But it's no go now, I suppose. Blamed if I don't take out an extra and let one of the other boys have a good time anyway."

Of course Dave had no idea of doing such a thing, but he went on: "But didn't Frank get you a swell rig though? What, haven't seen it yet. Didn't he tell you about it. Well, he is a dandy. Wanted to give you a genuine surprise, I suppose. No, I won't enlighten you any further, only I supposed he had told you, as he showed the rig to several of the boys."

This was too much for May's curiosity, and she begged him to continue.

"It's a little short, but it's a dandy," he went on. "Represents an Indian princess, the skirt will come about down to your knees, but it surely is a little gem. Span-gles and feathers all over; but it was mean in Frank showing it to the boys and not telling your first. I ought to kept still."

Dave saw his ruse had worked, so he added, as he left the office, "I'd give my neck if you'll go with me and wear Maud Muller, and then no one will know you."

May had an abundance of time for a decision before the time for the ball. She did think Frank had used her rather shabbily in showing the "Princess" to all the boys, and under ordinary circumstances she would not object to wearing a short skirt, but, owing to her mother's carelessness, as May, always a forward child, she had grown to be bow-legged, and had often suffered from the gibes of her playmates when a girl, and now to represent that princess, no, sir, she would not, and Frank was duly informed of the fact by wire that afternoon.

* * * * *

Maud Muller and the Judge carried off first honors at the ball that night, and Frank took out the extra to hide his chagrin. The Judge was foreman of a switch crew in Cheyenne a long time before his wife learned that the most popular passenger conductor on the Union Pacific System had been so desirous of pleasing her on that Christmas evening that he had

spent half a month's wages to get a collection of costumes that would be pleasing to her.

FRED WARNER.

"BIRDS OF PASSAGE."

All crafts which represent skilled labor have a certain contingent known as "birds of passage," for they, like merchant ships, continually drop anchor at different ports and occasionally climb a "dry dock" for repairs. There are few old-timers among the great telegraph fraternity who have not been trim merchant ships, dilapidated looking schooners, and even common barges on the Sea of Life. And, we also, have our "derelicts" rambling around without rudder or compass, doing no harm to anybody but themselves as they pose as living examples of human recklessness. While the craft, as a whole, disapproves of the "bird of passage," and rejoices when it hears that any of the flock has reached a safe, permanent anchorage, nevertheless, there is always, has been, and will always be existent a kindly feeling for the restless contingent, because the conditions surrounding the labor of a commercial telegrapher create dissatisfaction and discontent. A well-known telegrapher (whom I will call "Jim") is one of the flock. In conversation with him he explained why he was possessed of so restless a disposition. "I was not always thus. I learned my dots and dashes before many of the men now in office were born. An operator was held in some little respect in those days, inside an office and outside of it. As the years sped by, reductions were made in our pay on the plea that business was dull, and the reductions were silently accepted, because the company promised us that as soon as business was better the salaries would be increased again. From the 70s to the 80s, I, with others, accepted at least four such reductions, notwithstanding, that in no instance in any district where such reduction was made, was the promise of restoration ever kept. Then came the "sliding scale," which cut salaries every time a vacancy occurred; old, experienced men were told that they were new men on the list and could not be paid as much as the man who had resigned

until they had been in office long enough to be classed as 'old men.' (And some have not reached that classification yet). Overtime was paid in some of the larger offices, and in others none was allowed; arbitrary rules, unjust economical methods, and other unnecessary irritants were constantly devised and put in operation, until now in 1900 we are up against the 'split trick' and the long extra list with its requirement that we shall report at early morn and sit around in idleness without pay, awaiting the time when the short regular force of cheaply paid men is inadequate to handle the business. A few hours work (or, perhaps, but a half hour) and we are sent back to await the next 'rush.' If we do not sit around our names are stricken from the extra list. Ever since the 70s the business of commercial telegraphy has steadily increased to a wonderful degree; dividends been regularly announced; and the telegrapher each year performing more labor and receiving a constantly decreasing wage. Not only that. The telegrapher, always progressive, quickly introduced the typewriter as a working tool, thereby enabling him to receive a greater number of messages per hour than was possible with the pen. The situation has resolved itself down to the taking of a regular trick at \$50 or \$60 per month, and work long hours to earn \$75 or \$80, or work 'extra' and be satisfied with such crumbs as may fall my way while idling in the waiting room meditating over the manner in which some great corporations have treated their employes during the past thirty years. Hundreds of times in my experience have I had opportunity to disclose the contents of messages and earn a substantial reward; but, you know, the craft has always taken pride in maintaining an honorable silence, feeling it was a dastardly betrayal of confidence placed in it by the public. How has the employer regarded this trustworthiness? Are the promises made years ago ever going to be kept? Truly, I say unto you: Great corporations have no conscience nor honor, when they do these things. I hope God will aid the upbuilding of this new Brotherhood of the craft, if for

no other purpose than its secret influence may tend toward ameliorating the deplorable conditions under which the young men and women of to-day are obliged to labor at the key for a decreasing wage. Healthy occupation? I visited the operating room at — a few months ago, and the air was so foul and heated I wondered the boys could stand it. Goodbye. I must hustle some orders for these cigars. When conditions are improved, I will take up telegraphy again."

We parted with a handshake. He, to use his powers of persuasion on dealers to convince them his goods were "the best for the price;" and I to meditate over the conditions of the past and present. But my thoughtful silence was rudely interrupted. "Here's Auston," greeted my ears. "He can tell us who are members. I can't find any."

I was in the midst of a few of the boys discussing the B. C. T. "Secrecy is our watchword," I said. "It prevents the affairs of the Brotherhood from being discussed at every pie counter. Our secrecy is self-protecting; our silence a dangerous bomb to fool with. You would not pull the tail of a sleeping lion; and, I am of the opinion, no one will ever care to ignite the bomb." "But, who are the members here?" queried one of these birds of passage. A painful silence ensued. Every member knew he, himself, was a member; every non-member knew his own standing—and no more. "The veil of Secrecy," I replied, "protects every member. I cannot answer your question. Any member may do so if he so desires, but my advice is: Maintain a discreet silence. A secret organization skillfully handled by a few trusted men will prove of more value and influence than one open to the insidious attacks of the traitor." "How do you get your members?" asked one of the party. "You don't seem to have any organizers out." "Applications are mailed to me at Chicago, or to H. B. Perham, Secretary-Treasurer of the Order of Railroad Telegraphers, St. Louis, Mo., who is also Secretary-Treasurer of the Brotherhood. We need no organizers. The U. S. mail service is sufficient so long as com-

mercial telegraphers continue to show their appreciation of this movement made for the establishment of a permanent Brotherhood of the craft."

And, with that explanation, I hurried to catch my train for Chicago.

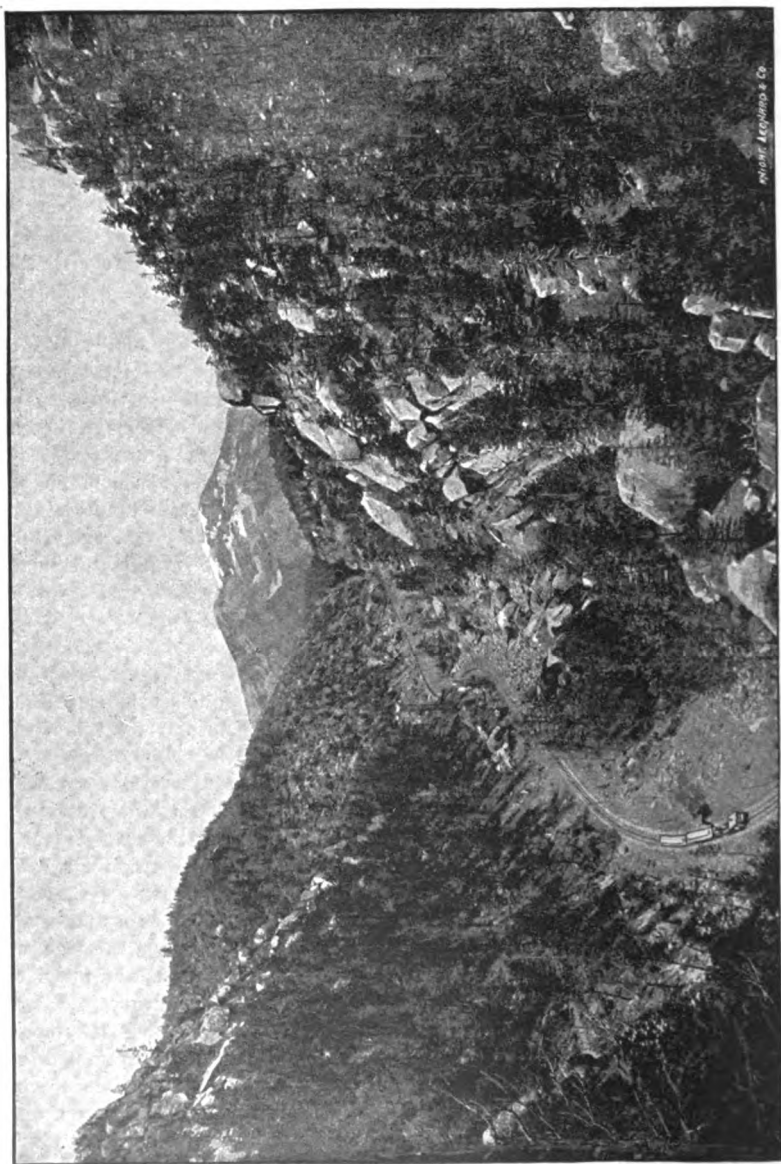
J. R. T. AUSTON.

SOCIALISM IS PROGRESS.

The article by Bro. Hiller in November TELEGRAPHER, entitled "Socialism Not the True Remedy," while thoroughly interesting, yet is subject to criticism. Generalizing his article would infer that those who are compelled to labor should be content with their lot, thankful, perhaps, that it is no worse. If all men would be satisfied to obey one of Christ's precepts, i. e., "As ye would that men should do to you, do ye likewise unto them," this would settle at once all the trials and tribulations of the human race. But man is selfish, seeks to obtain more than his share, and that many times unjustly, and while a portion of mankind are willing to be governed by Biblical laws, yet a vast majority do not care to be confined to these restrictions.

It is my belief that a true Socialist is also a pretty good Christian. The faithful disciples of Christ, on earth to-day, are principally of the class composing the early church, viz., the poor and middle classes. The rich had nothing to gain (in their own judgment) by patterning after our beloved Savior, because His teachings would tend to elevate mankind, and remove the barriers existing then, and that would continue to widen between the rich and poor. Christ foresaw all this, and provided a way to avoid these differences. All men are equal, in their natural state, were all provided with equal advantages through life there would be little cause for complaint.

But, unfortunately, for many, man's own laws cause hardship to thousands from the injustice allowable by said laws. Were the "Golden Rule" practiced as Christ intended it should be, would there be any reason for the classes of society that exist to-day? Most certainly not. Again, in the commercialism of the present age, Christ's teachings are not heeded, the struggle is



ASCENT OF PIKE'S PEAK.
(Courtesy of the Denver & Rio Grande Railroad.)

for the dollar, and any way to secure it. To illustrate one of the causes for grades of society, let me name just one case. A prominent American manufacturer said that his share of the profits from a syndicate, in which he was interested, amounted to \$22,000,000 during the year 1899. Say that we allow him a liberal salary of \$1,000,000 for that year, we find by dividing the balance (and that only his share) among the workmen in his employ, would give them about \$1,500 each in addition to the wages paid them, a sum sufficient to add a few more comforts to the lives of those who know nothing but toil for ten or twelve hours a day the year round. I don't see how any brother could conscientiously describe such enormous profits as other than highway robbery, yet it is perfectly legal under our trust methods, with the assistance of our wise (?) tariff laws, which prove the wisdom (?) of our legislators by their forgetfulness to protect the American laborer. It appears to me that it is quite reasonable for the millionaire just mentioned to class himself in a higher grade than those who are willing to produce such an elegant living for him, perhaps to his mental vision they are nothing but donkeys, as in many instances their

treatment would confirm this belief. Another point demanding attention of the reader is, that as unwise laws, discrimination against the producer, have had much to do with keeping back his proportion of wealth produced, there is only one way to remedy the wrong, that is by socialistic legislation, revise the laws, so that all have equal privileges. You cannot do this while our representatives in Congress are misrepresenting their constituents. Let us pattern after the law makers of New Zealand, and send the friends of labor to Congress to pass laws for the benefit of the nation at large, not for the few millionaires who are interested principally in accumulation of the dollar. To any of the brothers who would have thorough knowledge of this question, and who would know the "Golden Rule," let me recommend reading of "Trials and Triumphs of Labor," by De Bernardi. This will teach you what Christ meant by his labors on earth, and perhaps enable you to realize why the poet said:

"Man's inhumanity to man,

Makes countless thousands mourn."

I think the time is rapidly approaching when we shall have the true civilization—socialism.

DENRYWILL.



FRATERNAL

San Francisco, California.

The writer has just completed a trip from Washington to San Francisco, by way of Baltimore & Ohio Railway out of Washington, D. C., to Chicago, Ill. We find the boys through Ohio and Illinois are warm members. We went out of Chicago via C., R. I. & P. Ry., stopping over in Chicago long enough to see our old friend, Frank Sherwood, of Western Union. We find the boys all along the C., R. I. & P. Ry., through Nebraska, Kansas, Iowa and Colorado are mostly up-to-date members.

At Pueblo we took the D. & R. G. and R. G. & W. Rys. to Ogden, Utah. We met many of our members en route and are sorry that we could not have met all the boys.

The writer is a member of a detachment of signal men from Washington en route for Manila, Philippine Islands. We are at present stationed at San Francisco (Angel Island) awaiting the departure of a transport for that country. We have the following telegraphers among our party: Sergeant C. A. Souder, formerly of Denver Rio Grande Ry.; Sergeant Barbee, formerly of Baltimore & Ohio, at Zanesville, Ohio; Corporal Cate, formerly of the Pennsylvania Ry.; Sergeant Alexander S. Hooe, formerly of Santa Fe, at Las Vegas, New Mexico, but more recently a telegrapher from Cuba. The boys are anticipating a hot time in the Philippines when they get settled down to business.

We find at Angel Island Sergeant Jordan, in charge of Signal Corps property, acting signal officer. "HJ" is an old timer from the Missouri Pacific Ry. He says he has all he wants at Angel Island. Judging from the work we see him doing around the post don't think any lady is looking for his job.

On our trip through Colorado we had the pleasure of meeting one of the Kansas City Southern Ry. boys, Mr. D. E. Chamber, agent for the above road at Merwin, Mo. Bro. Chamber was recently married in Kansas City. He was taking his honeymoon trip through the State of Colorado, paying San Francisco a visit. We all extend our congratulations to Bro. Chamber.

The writer expects to see that the Order is well represented in Manila.

We are glad to see our old friend, Mr. M. M. Dolphin, of Kansas City, at the head of our Order.

The detachment of Signal Corps men will sail from this port on the 15th of this month. We would feel pleased to hear from any of the boys while we are in Philippines. We expect to let THE TELEGRAPHER hear from us once and awhile. I guess I better cut out for this trip, as this is probably a good feed for the editor's goat. We would like to hear from some of the boys from Division No. 22, Missouri, Kansas & Texas Ry. With my best regards to all the boys and success to the Order.

Yours fraternally,

"KN,"

Division 22, M., K. & T.

Detroit & Mackinac Railway Co.

Having received THE TELEGRAPHER to-day and read it through, I made up my mind that this section of the United States must be heard from through the columns of our noble organ.

Yes, brothers, even in old Michigan, among the murmuring pines and hemlocks there are a few loyal ones. To be sure we are sandwiched in with "nons," but all of a good "sort," who are only waiting for a little push and energy to be expended on them to bring them into the fold. Several of them have asked me "What benefit do you derive from the O. R. T.?"

Of course, we have not reached a state of organization yet that brings us any pecuniary returns, but for a member of only five or six months, the benefits I have received have more than paid me for the investment made. The little it costs financially must not be considered in comparison with the intellectual benefit received. Our journal itself is compensation sufficient for any fair-minded thinker, and the good things it contains are so far above the average of this class of literature as to be a forcible "clincher" to any argument in favor of O. R. Tism. Of over thirty operators employed on this line it is safe to say over half of them are Order men, and of the balance nearly all are desirous of being such. A little work in the right direction would soon find this a strongly organized road.

I will not try to line up the boys, but will wait for some member better posted on the conditions along the "pike" to wake up and tell us

who they are. Wake up now, brothers, and let us hear from the D. & M. Ry. again.

Hoping Bro. Perham will give us space for this in the next TELEGRAPHER I am

Yours fraternally,

CERT. 282.

Denver & Rio Grande Railway.

I am not aware that any thought has been given toward the providing of a "home for telegraphers," and as most societies or organizations have done something in this direction, why not we? Would suggest a stock company, making shares of \$10 each, entitling the holder to privileges of the "home" at minimum rates while sick or out of employment, also giving him privilege of labor with pay, if so desired. Suggest another class of stock known as "life membership" series, value \$100 a share, entitling the holder to a permanent home, provided that while able he will labor for the institution at least four hours per day, except Sundays. To carry out the plans fully raw land should be obtained where natural resources are plentiful, as by so doing improvement of property will add to its value and make the stock worth par, or above, at all times. Ten thousand operators taking each \$10 worth of stock would place such an institution on a firm financial footing, and for encouragement of the fraternity would be one to take a life membership share. Having no real estate interests for sale, am perfectly willing that a home of this kind be located where best interests of telegraphers demand it.

Fraternally,

CERT. 154.

New York, Div. No. 44.

Regular monthly meetings of November 7 and 20 called to order at the regular time, with a fair number of members present.

Business of importance transacted at both meetings besides two special meetings held at our meeting rooms on November 21 and 24. Both special meetings well attended. This attendance at the special meetings speaks well for the members. It shows a desire to hear and see what is going on in your Division. Those members who failed to attend the special meetings missed many good arguments that happened to be brought before the meeting. We had with us very able speakers from Philadelphia, Divisions 30 and 4; also our newly-elected President, M. M. Dolphin, and H. B. Perham, our Grand S. & T. There were many new schemes on foot and it was well worth the time of all members who attended both the regular and special meetings, as they ascertained what was going on both in their own Division and in the Order at large.

We do not deem it advisable to put all the business transacted in print, but all will receive circular letters from our Secretary informing them of the work being done.

Just a word to the members in regard to the circular letters and that is: After you get them

read them carefully and then put them in a safe place for safe keeping, or for future reference. We find many are in the habit of leaving them lying around carelessly. This should not be done.

L. I. R. R. Notes:—

We find Bro. J. Keenan at Queen St. tower, days. He claims the air pump beats blocking trolley cars, nights, at Mt. Olivet tower, which place he vacated a short time ago.

Bro. A. L. Kipp, formerly towerman at Queen St., is now in the laundry business, and is turning out some fine work. Several of the boys can verify this statement. That is right, boys, patronize a good brother instead of the Chinks.

Bro. J. W. Tucker says there is nothing like Stone House Curve for the money.

Bro. J. McNamara is at Winfield Junction, nights. He soon became tired of living in the woods at Springfield Junction. The days there were long.

Bro. O. A. Hudson hangs his hat up at Corona, and he is always asking for the correct time, as his wife, a belle from Philadelphia, brings his dinner to the street crossing nearest the tower and "JS" is always out after it while time is being sent, so he never hears the tick at noon.

Bro. Rogers is doing the "owl act" at White. Pat, it's a long walk, but creates an appetite.

Bro. Lewis, "owl" at Stone House Curve, can be seen sprinting up and down the Avenue to catch his train for Valley Stream.

Bro. R. D. Elmendorf, working nights at Hope-dale, makes good time to and from Brooklyn.

Bro. J. T. Reese has his hands full taking snap shots of the surrounding scenery at Jamaica Block.

Bros. F. M. and W. N. Grone are leading quiet lives at Hollis and Queens.

Bro. F. M. Capach makes an occasional trip over the road distributing vacancy circulars and time tables when he has the time. The young son keeps him awake days and nights telling him all the toys he wants on Xmas from Santa Claus.

Bro. V. T. Doty, not being employed in the telegraph business, left our ranks like a gentleman, asking for a withdrawal card.

Bro. Conklin has given out cards for his wedding which takes place November 28th. He weds one of the leading ladies of Elmhurst. "Conk" will no more enjoy his bachelor turkey dinners, but will have a life-long partner to pull the wish bone with. Division 44 extend heartiest congratulations.

Bros. Hilley and Collins, at Jamaica Cross Switches, have considerable work on account of the experiment being tried in front of their tower.

Bros. Webster and Hedger, from the east end of the island, gave us good sound logic at our last meeting. The sisters were very much missed. Come out whenever convenient. Your presence has a great influence in keeping the brothers in order.

Several operators from Division 44 took election returns at various places, thereby tacking an extra \$5 or \$10 bill to their monthly pay.

The agents along North Shore are smiling all

the way down the back of their necks to think how little snow they will have to shovel this winter on account of the wide platforms being cut in half.

One of the great social events of the season was White Stone Landing's association ball held at White Stone November 14th. The managers of this ball deserve great credit in their work. They understand it thoroughly. Several of the brothers attended and report everything up to the Queen's taste. Bros. O'Rourke and Keating are hard to beat on the floor. Wonder why they had to be relieved two nights when the ball only lasted one.

Much sympathy is extended to Bro. and Mrs. Douglass A. Strohl, of Montauk, in the loss of their year-old son, who died on Tuesday morning, November 20th. The remains were taken to Packerton, Pa., on Wednesday morning for interment. Supt. Potter caused a special train to be run from Amagansett to Montauk in order that Bro. Strohl and family might connect with the early train out of "AQ," as only one train daily now runs to "MK."

On Sunday afternoon, November 18th, Sister Josephine Robinson, ticket agent and operator at Babylon, became the wife of George Crum, who holds a similar position at Bayshore. The ceremony took place at the bride's parental home in Speonk. They will make their home in Bayshore. In common with other friends we extend hearty congratulations to "J" and "GS."

Sister Irene Webb, operator at Patchogue, is taking a well-earned vacation. Bro. Quinlavin answers the calls at "PG" in Sister Webb's absence.

Bro. Sidney P. Halsey, operator at Eastport, has the reputation of being a dead shot. It is claimed that he often produces fifteen ducks as the result of a few hours' hunting, but some one was so real mean and stated that "HJ" was addicted to the use of silver shot.

Bro. George E. Winters, of West Hampton, took Bro. Strohl's place at Montauk while the latter was in Packerton to attend the funeral of his child. "XO" says he could never have stood it were it not for the Central Telephone operator at "SB," who told him fairy tales over the 'phone.

Bro. T. A. Gleason, one of our most energetic members and an employe of the Manhattan Elevated Railroad, has been appointed acting chief telegrapher of Division 44 by President M. M. Dolphin.

Bro. J. T. Reese has been elected temporary chairman of the Board of Adjustment.

Any members not having their dues paid for current term by December 31st will forfeit their membership on that date. There are very few members that have not complied with our secretary's earnest plea, but we would be pleased to hear from that small minority. If you are unable to pay then it would be advisable to communicate with our secretary and treasurer, Bro. H. E. Regensburg, 121 Fifth St., Long Island City, N. Y.

Div. Con.

Oregon Short Line.

First District—Opal, Bro. E. G. Merritt, agent, for few weeks, vice Bro. C. C. Belknap, laying off. Diamondville, Bro. W. P. Clements, agent; operators, Williams, days; McConigly, nights. Kemmerer, D. S. Lowrie, agent, vice Bro. A. E. Beamer, resigned; Bro. J. D. Beamer, days; Campbell, nights. Fossil, Bro. J. Goring, agent; Buttner, nights. Cokeville, Bro. J. D. Noblitt, agent, just returned from few weeks' absence; Bro. Ryan, nights.

Second District—Montpelier, Dispatchers F. W. Rotahs, C. J. Husted, E. E. Williams; operators, Biddell, days; Clarke, nights. Soda Springs, Bro. J. Strachan, agent; operators, Tinson, days; Ruth, the theatrical man, nights. Bancroft, Sister T. Johnson, agent; Sister I. Johnson, nights. McCammon, Bro. J. G. Schwing, agent; Bro. Coder, days; don't know who nights. Pocatello, Bros. Mattson, Kinney, Rosebaum, Ringe and Mr. Wright, with Bro. H. F. McDonald, manager. Opr. Young spending few days in Boise, being relieved by Opr. Ringe.

Third District—American Falls, Bro. St. Clair, agent, who has just returned from a three months' leave of absence; Bro. Martin, nights. Minidoka, T. M. Alley, agent; J. H. Dunbar, nights, vice Bro. P. J. Ivey, down at Salt Lake City trying to get married. Shoshone, Mr. Pickren, agent; Bro. Packer, days; Aiken, nights. Glenn's Ferry, F. C. Smith, agent; Bro. Gottch, days, who has just returned to work after a brief visit to Denver, Salt Lake City and other points; Bro. Moyer, nights.

Fourth District—Mountain Home, Bro. L. Way, agent; Wilcox, nights. Nampa, Bro. C. E. Coe, agent; Bro. T. C. Collopy, cashier; Bro. C. A. Lysinger, days; J. Traynor, nights; "Show him 'C'" Wm. Sheldon, night chief. "Don't know of what." Boise Branch, C. E. Chrisman, agent; Bro. Olmstead, days; D. W. Coate, nights. Don't know others. Meridian, opened up as a regular station, with Miss M. A. Carpenter as agent.

Bro. O. J. Langston and wife, of Salt Lake, were visiting in Glenn's Ferry Sunday, the 11th of last month.

Everything frozen up north of Pocatello. Will try and write them up next time. Div. Con.

From Mexico.

As you seldom hear from Mexico and its doing, I will endeavor to write some things that might be of some small interest to the friends of THE TELEGRAPHER. Most operators, if they are at all like myself, think that if they get fired, or if things get most too unpleasant, can at least go to Mexico and get a job. Though it pay in silver, and they in a foreign land, yet they will not have much to do, and they can foll around in their summer clothes and smoke Mexican cigarettes to their heart's content. This is quite an erroneous idea

and should be corrected before any more try the experiment and find to their sorrow that it is not true. I heard an American operator say the other day that he had worked harder in Mexico than he ever had in the United States, and received less thanks for it. And, by the way, he was no "Ham" either. The truth of the whole matter is that all the railroads, without one exception, are cutting wages of operators until it is getting quite impossible for an American to live on them.

There are only about ten places in the whole Republic where an American could make a comfortable living, and, you may depend upon it, those places are already taken. Think of an operator working for \$12 gold per month, and yet I know agents who work for \$22 per month Mexican money. Of course, they have their house rent free, their oil, coal, and a broom, just such things as a Mexican does not need, and the use of which is an incumbrance to him. I can hear you say, "Yes, but \$22 silver in Mexico is as good as \$22 gold in the States." Suppose it is. Would you like to work for \$22 a month? Right here is a good object lesson for organization, and I take it this is the direct effect of non-organization. There is undoubtedly a great work here in Mexico for all labor organizations whenever they want to take Mexico's troubles upon their shoulders. These Mexicans are fighters, and all they need is education. They have been educated by railroad officials to teach students, and they do it to a finish, many offices on the road having as many as five or six students, who do all the agent's work, until, as a traveling auditor once told me, the agent himself had forgotten how to do his own work. Now, if they were educated not to take students, and shown the advisability of doing the work themselves they would enter just as heartily into that side of the question as they are now in the student's side. Then, if they would have some leader, some one who could speak their language and prove to them that they could have their wages raised for the asking, and, in case they were at first refused, to quit, they would all do that just as readily as they work. Working, to them, means the luxuries of life, while not to work means nothing less than to have the bare necessities, as they can live longer on seemingly nothing than any other people I ever came across. No need to fear hunger or a cold winter, for every Mexican has a generous heart to his friends, and will share with pleasure his last tortilla with his distressed neighbor, and that cold winter never comes south of the Rio Grande.

But, suppose you come down here, a first-class American operator, looking for work, for the very best, let us say, which you will no doubt get, you will receive \$75—\$37½ gold. Board will cost you from \$30 to \$40 per month, your room from \$10 to \$15, incidentals another \$15, and you have left, at the most, \$20, with everything that you would have sold at gold prices. You see, you

would not have very much left of your \$75 to put in the bank or send home. To a Mexican \$75 is a fortune. His fare is tortillas, frijoles and goat's milk. He lives in a house consisting, possibly, of two rooms, where his mother, two or three brothers and sisters abide, ready to move at a moment's notice, or when the man comes around for the rent. They make good operators, too, and the only reason why they are not put in good positions more is because of their irresponsibility.

Still, though all I have said about Americans not coming down to Mexico until a reform has at least taken place, there are quite a number who live here and prosper under a tropical sun and a balmy atmosphere.

On the Mexican Central, John Brunce is still the old stand-by at Ciudad Juarez. I think every one who has traveled a little knows Mr. Bunce, who has secured jobs for more operators, probably, than any other man on the Western Continent. He has done it for me four times already, and goodness knows how many more times he will do it. I suppose as often as I show up there broke.

C. E. Handley, who used to be almost a fixture at Jimenez, has quit telegraphing and has been appointed agent at the same place. An old-timer by the name of Roberts has taken "HN's" place as manager, and has Mexican operators under him. Mr. Kimball, whose second appearance I believe this is in Mexico, hails as manager at Jimulco. As Jimulco is no more a dispatcher's office, "KM" rules supreme. There have been so many changes among operators under Mr. Kimball of late that it is very hard to keep track of them all. In fact, I understand they have had sixty-five of them since they took the dispatchers away last April. That is certainly a record-breaker. O. L. Ambrose still answers from Aguascalientes as manager. I believe Mr. J. R. T. Auston worked there for a while, but later secured a better position with the Mexican International out of Torreon. The rest of the positions are, for the most part, taken by Mexicans, they composing the whole force at Mexico, it being told among the "Gringos," that is what they call Americans here, that the former superintendent of telegraph gave a reason for this by saying that no American could withstand the temptations of that wild city.

The Mexican National has not one American operator in its employ between Laredo and Mexico City. I am unable to learn who is working for the Mexican International, but think they are for the most part Mexicans. The roads south of the City of Mexico, without any exception, are solidly Mexican.

In closing, I want to say a word in regard to this wonderful country, where all kinds of climate and weather are in evidence. Never too hot or too cold on the plateaus, where the white men want to live, we are in easy reach of all tropical fruits,

fresh and salt water fish, and a variety of tropical things that make life easy and agreeable, and we live a free live, looked up to as a conquering nation should be, for we are conquering Mexico with our arts and customs. It is a land that we should not leave free to the capitalist to work his grasping way, so that he can enjoy it all selfishly, while we laborers see only the hot side of it. We should remember that the cause of labor is a universal cause, and that it is ours in common with these poor natives, who only need education to be as strongly organized as we are in our own country. I would advise all our brothers, when they take their vacation next summer, to take a trip to the City of Mexico and see for themselves. By the way, if any of you think it is hot down here in the summer time you are badly fooled. It is no hotter in the summer than it is in the winter, and the whole year around it is like St. Louis about October. So don't be afraid to come down in the summer.

Yours,

CERT. 350.

Macon Division, No. 75.

I hope that since we have elected correspondents for our Division that our Brothers and Sisters of foreign Divisions will see by our representation in THE TELEGRAPHER that we are still wide-awake to the cause of the organization.

We may have our ups and downs, but a little quiet and earnest work on the part of all concerned will bring things our way. On each division of the Central of Georgia Railway, and on the G., S. & F. Railway we have good, hard-working members, and a correspondent for each Division. Now, boys, just think, your name will be in the journal; you can lend it to your girl to read.

We understand, as we trust others do, that we cannot accomplish very much in a minute, unless all can see alike—as Bro. Dolphin and the true boys did on the Santa Fe. There's a point that ought to serve to wake up the nons, and those who are dropping behind.

If a man expects anything he has got to get down and dig for it. Of course, some things come to those who wait, but never unless they work while they wait. So, why can't a telegrapher stop and think a little. I am sure that if he is capable of considering rightly he will see his error in staying out of the organization composed of his fellow laborers.

Just as the railroads and other corporations form big organizations, so have we, to expect anything like justice. We want to organize, get men into our organization who will help us to hold it to such a standard as to enable a telegrapher's card to be all the recommendation required by any railroad. There is no good reason why we should not be up to that standard, for, as a laboring class, we have had educational advantages over every other except the printers.

Are you willing to stand back and let others of your profession ask, without your co-operation, for things calculated to benefit you and your dear ones at home? Did you ever stop and think about what a deformity it could be for you to wait for others to win?

Nons, wake up, don't sleep on duty. It won't cost you anything, but will profit you greatly to figure a little on your future.

Now, I want all of you to put yourselves up to date, for next time I write your Division's items, I am going to mention your names, would do it this time, but have not heard from any of the railroad division correspondents except our G., S. & F. man, see below.

Yours in S. O. & D.,

J. P. MERCER.

Georgia Southern and Florida Railway.—

After writing a few lines last month, I have been appointed as correspondent from this road, and, not being gifted as an artist in the business, I hope my good Brothers will not criticise my work.

Everything seems to be moving along as nice as Bro. McCranie, "MA," wishes. "MA," when art thou going to depart from this life?

Bro. Mills, "MS," at Jasper, expresses himself as going to take "unto himself a wife Christmas." May you both live forever, and nothing but good fortune smile upon you both.

Bro. Crawford, "X" at Grovania, nights, has the largest frog in the State for sale, and the purchaser will no doubt get his money's worth. "X," can't you get me a small one for the "Orphans?"

Bro. Snyder, "M," has been offered third trick on the A. V. & W., so I understand, and may accept it, providing he can get enough out of it to pay board. You had better stay at "DX," Valdosta, until after the 1st of January, and then receive the new salary.

Bro. Thompson, our Vice-President, failed to be with us last meeting night, and, while a "good excuse is better than none," no excuse will be taken if you fail next meeting night. "DA," you must come and participate with us.

The sad news reached us last meeting night that on account of sickness Bro. Duffy was unable to be with us. We trust that Bro. Duffy's child has recovered ere this, and that he may be able to be with us next meeting.

Bro. Sineath, "F," at Lake Park, is going to Valdosta very often now-a-days, and I think we all can guess why.

Bro. Southall, "the dollar man," "SX," is still holding "Q" down nights, and Bro. "V" is at "MS" days. We hope to see them both next meeting.

Bro. Ruff, "D," is the man you hear at "VI," and you bet he is the original, too.

We regret very much to learn that Bro. Huckabee has left Ashburn, "BN," and only hope another such man will get the place.

At Sparks we find Bro. McCranie, "MC," at the key, and always ready for anything that turns up.

At Valdosta we find Bro. Snyder, "M," and too much you can't give him.

At Florahome, "FH," we find Bro. Wilson, and a man we should be proud of, too.

Bro. Nance, "N," at "HO," is doing the night act, and as good as can be found.

I am not exactly up on the lower end, and will try and have more news next time. Any correspondence may be sent me at "HO," and same will be sent to the journal.

Brothers, Christmas and New Year's will pass before I have a chance of writing again, and I wish you all a Merry Christmas and a Happy New Year, and trust to see you all this time 1901. Again wishing one and all a Merry Christmas and a Happy New Year, I am

Yours fraternally,

"N," CRT. 250.

Canada Atlantic Railway.

Eastern Division.—

Could we but draw the curtains
That surrounds each other's lives,
See the naked heart and spirit,
Know what spur the action gives;
Often we should find it better,
Purer than we judge we should,
We should love each other better
If we only understood.

Could we judge all deeds by motives,
See the good and bad within,
Often we should love the sinner,
All the while we loathe the sin.
Could we know the powers working
To overthrow integrity,
We should judge each others errors
With more patient charity.

If we knew the cares and trials,
Knew the efforts, all in vain,
And the bitter disappointment,
Understood the loss and gain,
Would the grim, external roughness
Seem, I wonder, just the same?
Should we help, where now we hinder?
Should we pity where we blame?

Ah! we judge each other harshly,
Knowing not life's hidden force;
Knowing not the fount of action
Is less turbid at its source;
Seeing, not amid the evil,
All the golden grains of good.
Oh! we'd love each other better
If we only understood.

Before dropping my pen must say that Division 15 is not represented in THE TELEGRAPHER as much as it might be, and I am certainly as much

to blame as others, as this is only my second attempt, although a member for nearly three years.

The fact that we have over doubled our membership in the past ten months is proof that hard work has been done, but it is not necessary that this work should be done on the quiet. There is no occasion for a "still hunt." When a member receives his TELEGRAPHER the first thing he looks for is news from his Division, and when he finds none is disappointed, and declares he will try his own hand in the next month's issue. When the last day is at hand, or, perhaps, a day late, he picks up his pen, thinks a while, and then throws it down again, saying, "Oh, I have no time for that this month, and, as I am not the only man on the pike, will let some one else try their fist this time."

As aforesaid, we have doubled our membership. Now, it would be nice indeed for some of our new members to write something for publication, and for their information will say that this matter should be addressed to H. B. Perham, Grand Secretary-Treasurer, St. Louis, Mo., and should reach there not later than the first day of each month.

Perhaps the reason we have not been represented monthly in THE TELEGRAPHER is that some of the boys have been carrying on a correspondence with the "fair sex," which took up their spare time. Well, that is very nice, and I only wish I could do the same.

When I think of how both can be accomplished it brings back to memory an incident in my earlier railroad days. I was operator at Sims Pit, which is 175 miles west of Ottawa, on what was then called the O., A. & P. S. Ry., now the Western Division of the C. A. It was in the month of March, 1899, and a cold dreary March it was. Occasionally a tramp would visit us and ask for a shin roast and a hand-out, which he always got, provided he carried in enough wood and coal in advance to last two or three days. One day a boy about 15 years of age paid us a friendly visit, and, after we had invited him in, in the usual way, to throw his feet under a table made of rough green lumber, upon which was placed a tin of fried salt pork strong enough to walk away, some boiled potatoes (with the hides on), that had frozen every night and thawed out every day in the cook house for over a week, and some bread that weighed about ten pounds to the loaf. After putting out of sight more than two men could eat without making hogs of themselves, he came over to my shack to roast his shins.

He had been with us two days, and on this particular day he was crouched down on the floor of the telegraph shack with his back to the stove, like an old maid's tom cat previous to a storm. I asked him where he hailed from, and how he came to run up against our camp. Of course, he had a long story to tell, which would take too much space to relate it all. On the day previous to his arrival at the pit he called on a hotel-

ner, but the hotel-keeper told him he had nothing to give away. The young chap then asked him to starve the "dog" one meal, and give the dog's dinner to him, whereupon he was given a fair hand-out.

Now, if you who are carrying on a correspondence as mentioned above, would only tell your friend that it is your wish to write a few lines to your brother members through THE TELEGRAPHER every month, and ask that your TELEGRAPHER be received later, instead of one of the semi-weekly letters at the end of the month, I am sure you will succeed, as the young chap did in securing his dinner. Try it.

A Merry, Merry Christmas and a Happy, Happy New Year to all.
"EMIL."

From the O. R. & N.

The "Good Old TELEGRAPHER" received, and there is only one thing missing, which has been missing for a long time, and that, a line from the O. R. & N. It cannot be that the rest of the boys have more than they can do, and have not time to write, but think they are more satisfied to place their feet upon the table and read what some one else has to say.

There has been many changes along the line lately, lots of new men, and few are "in line," but hope they have the right idea and prepare for business, which is needed.

Bro. C. T. Taylor has left us and gone to San Francisco to edit a new paper called *The New Moon*.

Bro. R. R. Frazer has been sick for some time and unable to work.

Bro. H. W. Swart is now agent at Kamela in Bro. Taylor's place.

Bro. Richardson still holds the box car down days, with Bro. H. J. Walters doing the night act.

A "new" box car has been sent out at Pleasant Valley for an office, and differs with Bro. Richardson's at Huron, as the wheels have been removed. Bro. Weatherspoon is keeping shop there.

Bro. Schockey has left this line to work for the O. S. L.

Bro. Wiester, at Meacham, is thinking of leaving there soon, but has not any definite locality in sight yet.

Now, that I have given a few changes, let some one that is better posted come to the front and finish from where I leave off.

Yours in S. O. & D.,

CERT. 324.

Missouri Pacific Railway.

The battle is over, and this Division, like the entire organization, is in a harmonious, prosperous and hopeful condition. The membership are united, and since our rights have been declared and justice meted out in such an honorable and straightforward business-like way at the recent

special session, we have gone to work in earnest to bring in the few remaining that are still out in the cold. Our Division officers are getting down to business to bring in every operator on this system by the first of the new year and new century. They are going at it in a systematic way. Every member on this Division is requested to try to send in a new name. If you can't secure the application yourself, send in the names to either your local chairman or the general chairman, the rest will be looked after. We have a good schedule which is being lived up to, and we see the results of thorough organization in practice, and do not have to rely on theory to convince ourselves and our fellow-workers of the good in organization.

Bro. R. H. Crow, Local Chairman, Irwin, Mo., having left the service of the company, the local chairmanship is made vacant. Would thank some member on his district to give us notes for next issue of journal. Also to make these columns interesting and of a personal nature, we must have notes from any or all members on the system. Remember, I must get them into the editor by the first of the month.

Feeling the need of regular representation in THE TELEGRAPHER, our general chairman has appointed your humble scribe to act as Division Correspondent, a position which will amount to nothing without the co-operation of the membership. Hope the members will assist by giving us a few notes occasionally. We are short of personal notes this month, but hope to pick up a few more next time.

W. L. OSBORN,
Div. Cor.

Prescott, Ark.

Arkansas Division:—

Bro. Pete Melear, of El Dorado, Ark., has been off a week or so, recuperating. He is being relieved by Mr. F. M. Anderson, a new man, lately of the Choctaw.

Bro. A. B. Holland, agent at Bryant, has been on a visit to his mother in North Carolina, whom he had not seen for several years. He resumed work on the 15th, Extra Opr. Collett relieving him.

Bro. Christie, of Gurdon, was off a few days recently on account of sickness. He was relieved by Bro. Ingalls, a new man with us.

Agent L. P. Brazell, of Fulton, is being relieved by Extra Agent F. W. Pilling. He resumed work on the 28th.

Bro. Ingalls has been relieving Bro. Holland at Arkadelphia a few days.

Bro. Dale Wilson, night man at Hope, has been having quite a time with chills and congestion, but is improving rapidly. Hope he will soon be able to resume duties. He is being relieved by Opr. Brazell.

The depot at El Dorado was burned a few days ago, and the office force barely had time to escape. keeper at Scotia Junction, and asked for his din-

Bro. Nichols, the car distributor in dispatcher's office at Little Rock, has his hands full trying to fill orders for cars. He now has a stereotyped answer, "Doing all we can, will try to give you a few to-day."

Heavy business and bad tracks, account cutting down grades, makes us guess as to whether we will or will not have a train.

Dispatcher Koffey, first trick south end Little Rock office, is being relieved at present by Extra Dispatcher Bro. J. F. Burnett on second, while Mr. Vic Auberts fills first.

Bro. Ben Webb, night man at Texarkana, is on sick list, being relieved by Opr. Ingalls.

Bro. Ward, agent at Smithton, has secured help in the way of operator and clerk.

We notice several new men in "CF" Little Rock office here of late. Among them was Bro. W. H. Goseline on Thanksgiving. He has also been relieving Bro. Ruark, nights at Fort Smith Crossing, for some time.

The depot at Jacksonville recently burned.

Bro. W. L. Osborn has been relieving Bro. W. E. Casey for some time at Prescott, while he is attending his fourth year at Beaumont Medical College, St. Louis. The Doctor hopes to complete his course and stick up his shingle next spring.

Bro. Clyde Briant, of Perla, Ark., took time the other night to tell "DS" that 56 was being held up on Gifford Hill, and that the brakeman has rushed back amidst the fire of bullets to flag and report. Clyde then took to the woods with the brakeman, who got left.

Bro. W. B. Doolittle, day man at Baring Cross, is on the sick list. He is relieved by Bro. H. J. Wilson, night man, with Bro. Sheppard, extra man on nights.

Bro. H. D. Bowles, nights at Gurdon, is off a few days on account of sickness in his family, being relieved by a new man, Mr. Rank.

Central Division:—

Several new men on south end; have been unable to learn their names or from whence they came.

At Monroe, Bro. McJudd presides days.

At Mer Rouge, Bros. Boston and F. McCorley hold forth.

We just learned that Bro. Perry, at Pine Bluff, has lost his wife. She died on the first of December. The Division extends condolence and sympathy to the bereaved Brother.

On the west end we find Bro. Agee, editor of the *Sickle*, at Conway.

At Morrilton Bro. Quinn does the needful.

At Coal Hill Bro. Cherry pulls the strings.

Bro. Garrett answers up at Ozark. There are others whom we hope to note in future. Our local chairman advises us he has promises of eight applications soon from this end. Will soon be able to call all "Brothers."

Bro. W. H. Goseline, for some time at F. S. Crossing, now answers up from "CF" Little Rock

relay office. Says he is tired of "Osing." He likes "main like practice" better.

Western Division:—

Bro. Frank Seal, at Willis, visiting relatives in Illinois for the last month, resumed work on November 20th.

Bro. J. Repstine, at Leavenworth, Kas., has resigned and left for the West.

Bro. J. F. Akers, at Atchison, Kas., spent last week fishing in the Ozarks.

Bro. J. E. Banning, at Union, Neb., has been sick for a few days, but is improving.

Bro. E. J. Mosher, dispatcher at Omaha, Neb., is laying off, taking unto himself a wife while off. The Division extends congratulations.

Bro. J. C. Hequemburg, at Nearman, Kas., died November 25th, at 4:30 p. m., of pneumonia fever, one of the best and oldest Order men on the road. The boys made up and purchased a beautiful floral design bearing the inscription "O. R. T., Div. 31." Full particulars will be given in next TELEGRAPHER.

C. B. U. P. Division:—

Bro. Chas. Smith, night man at Effingham, Kas., has been laying off for 30 days. He returned to work November 25th, and transferred to Greenleaf, Kas.

Bro. Ed. Hutton, at Goffs, Kas., has been laying off 30 days; returned to work 23rd.

Norfolk & Western.

Radford Division:—

Some months ago we sent a lengthy piece of poetry to THE TELEGRAPHER for publication, entitled "Number Six," and after waiting several months to see it appear, we got mad at the editor and decided not to write anything more, but after due consideration we have decided that such a course on our part will neither spite the editor or do us any good, and we have decided to "try, try again." Perhaps the piece was too lengthy, containing about thirty-six verses, but we so seldom have anything from this Division in our journal that we believe it would have been enjoyed by the boys on the N. W., if nowhere else. However, we know our editor is a very busy man, and also a man, who by his recent gentlemanly conduct has proven himself worthy of our confidence.

Some months ago we solicited contributions to erect a monument over the grave of Bro. R. H. Ryan, who was killed and burned up in a wreck over a year ago. The work was nicely executed by Altizer Bros., at Cambria, and several months ago was placed over the grave at Wytheville. It stands eight feet high, the top shaft being about six feet, and on this shaft is engraved our emblem, a sounder and wreath, with suitable inscription below. At a later date we hope to send a picture of the monument, to be reproduced in

THE TELEGRAPHER. In soliciting contributions, we learned that some contributed willingly and liberally, while—and we blush to speak it—others refused to give anything or promised something which they never gave. We still owe about eight dollars, which could be paid if operators would keep their promise. We think it a shame, and their names should be published.

We still have some operators who refuse to pay their dues, although they are very willingly accepting the \$5 increase in their pay.

The cut-off between Brown's Tank and Dry Branch has been completed, and trains have been running over it for some time. It is about eight miles long, and one of the best grades on the N. & W., doing away with the services of several pusher engines. The office at Brown's Tank (now Walton) will have about forty levers. The new officers are Pepper, Brown and Coe.

We would like for some of the correspondents (common operators) to express themselves as to what department of **THE TELEGRAPHER** they like to read best. As for my part, I enjoy the short stories and attempts to be poetic, of the common "hams" best. Of course we all enjoy anything from our own Division. **BABY BOY.**

Pere Marquette Division No. 39.

Petoskey Division—

The correspondence from this Division has been sadly neglected of late, but your correspondent pleads not guilty, he having had too many irons in the fire to attend them all successfully.

It is with pleasure that we note, in the columns of the St. Louis *Post-Dispatch*, how "Honest John" and his forces stood by their guns in the recent trouble with the Santa Fe, and that the boys won out, hands down.

There have been but few changes on this Division in the past two months, most of the boys having laid in a supply of necessities, and established winter quarters.

Division 39 was represented at the recent special session by Bros. Burt, of Carleton, and Denison, of Elk Rapids. Both delegates returned home with their grips full of new ideas of "schedule getting," having confiscated large chunks of experience from the boys of 53 and 23. The Order is now established on a better working basis than ever before, the weak spots in our constitution having been sought out and repaired, and an era of prosperity is anticipated, such as we have never before enjoyed. Let us all make a determined effort to induce the non-members to fall in line.

I wish to call the attention of Pere Marquette members to the fact that the time for semi-annual dues is near at hand, and to urge prompt payment of same. Your Secretary will need the funds to meet the expense of committee work. Those who have received an increase through the recent negotiations should be able and willing to "produce the coin" promptly; and to those who have not

received their full quota, I would say, keep in line, it will all "come out in the wash."

Ed.

Atchison, Topeka & Santa Fe.

East End Middle Division—

Nos. 3 and 4, California limited trains, assist in keeping the "owls" out of the hay.

It has been some time since our Division has been written up, but don't ever get the idea we are dead. Can't always tell by the bills what is in the show.

There have been quite a number of changes since the new time card and the boys line up as follows:

Walton, find Mr. Sweeney, agent, Bro. Patton, nights.

At Braddock "Shantie" Kelly handles the "goat" for the hill days, Mr. Ward, formerly of the Kansas City W. W. office, and an old-timer, nights.

At Peasley, Bro. Jett has come back from his term in hospital (by the way, boys, "WR" says when you are kicking on hospital fees, you don't know what a grand thing you are trying to *kill*), leaving Bro. Grayson days, "WR," nights. Glad to see you looking so well, "WR."

Bro. Brickell, at Horners, days, with Mr. Ross, nights.

Bro. Echelesston, at Wagner, days, no night man. There must be more of an attraction there than there is in sight. How about it, "WH"?

At Florence the boys show up thusly: Bros. Blanton and Class, day and night, with Mr. Noel, manager. "BN" has been laying off for some time; Bro. "CA" took his trick, with a man from the East working third trick. "BN" is back now. All glad to hear his hearty "GM."

Bro. Jett returning, puts "Kootzie" at Cedar Point, nights, Bro. Perine, days, two as good boys as you would care to meet.

Clements was re-opened as night office November 7th, with new man nights; unable to learn his name. Winsor, agent, Bro. Smith transferred to Rush Center.

At Elmdale, Bro. C. E. Haegland, agent, O'Connell, nights.

Neva, Bro. Clemmons, days, Bro. Triplett, nights. Suppose "RI" is happy now.

Strong, Cy. Childs, days, Pearsoll, nights, Bro. Hunt having been made cashier at Abilene. Luck to you, "H;" am glad to hear of your promotion.

Saffordville retains Rupert Minor, agent, Bro. Austin, nights. Laying dead now, ain't you "F"? Plymouth has the only "Sister" we have out here, and you bet the boys are proud of her.

Emporia yards "YD," Bro. Jones, days. Newman sends the "27s" and gets 'em "running orders" at night.

Bro. Conway is at Emporia "NR" office now. Good fellow and good man.

Later advices inform me that Bro. Jett, of "PO" has been promoted to operator in Supt. Player's

office, Topeka. Bro. Koontz relieves him at Peabody. New man, Mr. Murphy, relieves "KO" at "CY." Wish you luck in your new position, "WR," don't forget us.

I have done my best. Please let some of the other boys try a hand and liven up the interest of the Division.

Just must go in the hay awhile. Give me a few calls on the block when 3 shows up. Merry Xmas to you all. C&RT. 301.

Chesapeake & Ohio Railway.

Mountain and Allegheny Districts—

If there is anything we do dislike it is to be compelled to do something we are not fitted to do, therefore we want to register a kick in plain English (we have never studied any other language, and are not an expert in this), and question the wisdom of our Chairman in demanding that we write for the journal against our earnest protest. We have never studied journalism, have no inclination or ambition in that direction. If the Chairman wants the journal to be apprised of the doings of the craft in this section, why don't he tell it. It was our understanding that he was put there to talk for us, and to tell us what we did not know, and if he did not want the job, he ought to have said so. We are of the opinion that because he is in authority he wants to impose upon us, because he has the mallet and we have no weapon with which to defend ourselves. The next time we will go armed. If we had not been so excited, we would have called on Bro. Hammit, who could have supplied us, but we really forgot it. Did you ever notice nobody ever bothers Hammit? We have lost much sleep and racked our brains to ascertain what was wanted of us, but are still unable to form any definite conclusions or guess what the penalty will be if we fail to do his bidding. There was something said about writing up the meeting, and of course we expected the Secretary to furnish us data, but this he has failed to do, so we know nothing about it. It is quite true, we were there, so were thirty other members. We listened eagerly and attentively to our leaders, lauded their wisdom, and endorsed their actions. This we thought was all that was expected of us.

It is true we went there with a hatful of facts we meant to present, and we meant to make a fight to have them endorsed, and were very much chagrined that we were not allowed to present them, but this very Chairman, who imposed this task upon us, ruled us out of order, required us to sit down and keep "mum." He said he had Reed's Rules for his authority. As we did not know anything about Reed's Rules, we did not know how to get in order, or we would not have suffered this humiliation. Perhaps it was best, however, that we were relegated to the rear, for as the meeting progressed, it developed that our committee had done all the things we proposed to suggest, and a lot more besides, and saved us

the humiliation of allowing the members to see that the committee thought further ahead than we had. As it is, they will never know but that we had all the facts down pat, and was only prevented from telling them by an adverse ruling of Mr. Reed and his rules. We cannot account for the fact that this committee got ahead of us in this instance, unless it is because their hats are of a size two-eighths larger than ours. We had hoped to get a large hat some day, but our hopes are forever blasted. Our hair is getting thin, and there is no possible show of ever filling it up.

Boys, the meeting this month was the best we have had for months, and all who missed it missed a treat (even if your correspondent did have to set himself up to oysters because none of the boys would set 'em up to him). The committees are looking after your interests in a way you never dreamed of (even though you were at home asleep and had a good opportunity). By the way, we wish to remark right here that you will never gain anything while you are sleeping and *dreaming*. It is only the wide-awake and alert who can accomplish anything of a beneficial character. Boys, we have a good organization, we have good men supporting it and us, and we trust that every man will go to work with renewed energy to strengthen it and its representatives. Let's all go to meetings and render any service within our power, and when at home put in a good word when opportunity presents itself. Let's work to the end that all desirable men in the telegraphic profession will be registered on our rolls. It is then, and not until then that we can be reasonably successful. Many benefits have accrued to us through the instrumentality of the organization, but there are other things to be desired that will be denied us until the operators show unmistakable evidence that they are in earnest by uniting solidly with the organization. We are nearly solid on this Division, why not on all of them. We also beg every member to never lose sight of the fact that first-class service arms our committeemen with a powerful argument. We want our members with clean records, and to have the reputation of giving prompt and efficient service. Let's do our full duty, both to the company and ourselves, and we venture the assertion that all parties concerned will profit accordingly.

"D. II."

James River District—

With apologies to the Division Correspondent, I will try to say a word or two to the boys who stay at home instead of coming out to the meetings. They do not know what they miss. Boys! How do you expect to keep up with the run of things by staying at home? You have not the least idea what we are doing, and you soon will lose all interest in the Order, and let your dues get behind, just because you think we are not doing anything. But right there you are wrong. You just come out to the next meeting, and we will show you a great deal better. If you think we,

who attend, are going to tell you what we do you are very much mistaken, unless it is so you cannot attend. We want you to come and see for yourselves and want you to help us. You may be able to suggest something that we would not think of, that would be a great help to the Order. There is no trouble about relief. I do not think there is a day or night man that will not work for you a night if you will only ask him, and Bro. Bickers will get you pass. Now talk the matter over with each other a week before meeting night, and see which one is going, so you can tell Bro. Bickers. Let us have business and nothing else, and be ready to say who is going, and go. I would not miss a meeting if I could help it for something real pretty. To the "nons"—The time is fast coming if a man does not belong to some order he is not going to be in it at all. It does not cost you much to keep up your dues. You spend a great deal more and get nothing for it, and you certainly get ten times the worth of your money out of the Order. If you have not got the money, some of the Brothers will gladly let you have it. There are some on this Division who say, when you ask them to join, yes, I am coming in next month, but their next month is like to-morrow, it never comes.

Yours in S. O. & D.,

T. B. YOUNG.

Greenbrier District—

Congratulations are in order.

Greenbrier district has succeeded, as a whole thing, in forgetting its business two meeting nights, your humble servant included. We pride ourselves on this way, and recommend it to the balance of the system. Two successive meetings with not a member from this district, shows we are practical organizationists, that our unity is complete, and we are going to carry out a fixed policy—the Greenbrier policy.

All over the land the cry is set up, let the workers unite, for in unity there is intelligence and strength, and a manifold force. We Greenbrier people have disdained formalities, and spurned obstacles. We are just simply come together. We are waxed "a la unit" behind our policy—the Greenbrier policy.

"What is everybody's business is nobody's business." An old saying, and one worthy of special study. We have studied it; silently and insidiously we have succeeded in applying its working principle, and feel full proud of our unity and its ultimate vindication.

As some other old, obsolete maxims—those of the Declaration of Independence, for instance—we were fearful this ancient truism was in jeopardy, so we came to its rescue. What is the business of all of us is nobody's business. That's we. That's the Greenbrier district.

Those fellows down on New River district who come to meetings for the purpose of disposing of O. R. T. routine, for the furtherance of the com-

mon interest, are the greatest enemies of our policy—the Greenbrier policy. By going to sleep, and through a telepathic understanding, we have come to our wise way of doing things; but it won't do; we must wake up. We have to stop the New River gang by some drastic measure, and lead them into the light of our advanced methods. They seem to be thoroughly inoculated with the idea that there must be some system of organization, and that it is necessary to get together to have an understanding, and work out the Order's best interests; that each individual should in some measure feel a responsibility that leads him to do a little; something more than pay his dues and "best wishes." That he should bring himself, once in a while, a few times a year, to the division room, to see that other people do it, and, if he says nothing there, to vote, at least, and talk encouragingly at the depot to his friends.

They—the New River people—claim all this tommy-rot to be highly essential to the healthy existence of the Order, as it is a monotonous demand on the credulity and mental force of our officers to do for their brethren who make no visible effort to assist demands, in doing for themselves. Of course, we know they are all wrong. We know a better way than theirs to organize, and must devise ways and means to call them off before they ruin the Order. Ours is the procedure.

We have all the "nons" with us, working right along, to near about the same end. It is a kind of a vieing of emulation, to see which can out emulate, "for the good of the Order." If the "nons" haven't it, it is a tie.

We understand Brother Stratton is coming over to organize this and New River districts. Doubtless, when he understands how well the Greenbrier is sticking together, all of a kind, he will skip us, and go where the road is not solid. He will be at our (their) next meeting, December 28th. Let no consistent, self-respecting Greenbrier policy man be caught in Hinton—through carelessness or otherwise—that night. Let every man stay away from this meeting, that the Order's business may be brought up to date, and the effect of his influence be worked to the greatest advantage.

By doing this way, he will give the "nons" a black eye, and be "long" on "emulations," to such an extent as to turn them green with envy. Remember! Beware of the great temptation of December 28!!

"W."

Our last regular meeting was held in Masonic Hall, at Hinton, the third Friday night in October, according to our established custom, and no little interest was manifested by our membership, which should be, and we hope will be within itself sufficient for the unrepresented portion of our division to make an effort in the future to

see that the Greenbrier district is properly represented at monthly meetings.

Permit me to insist that our present feelings of selfishness is not likely to turn up something that will, in future, offset our lack of interest. Each active member cannot help but realize that by universal effort our organization would come as near being the leader of better paid employees.

The experience and untiring efforts of our General Chairman should meet with the approval and co-operation of the entire system, for without his efforts our interest would probably be somewhat discouraging.

We were at a loss to know what to attribute the absence of our faithful members from Don to, and we hope to see them out next time.

The appearance of the Pennsylvania Railroad inspection car with its prominent appearing officials is an indication of something interesting, and should be interpreted as encouraging.

With best wishes to one and all, I remain,

Yours in S. O. & D.,

L. B. BOBBITT,

Local Chairman.

C. H. & D. Railway.

After the several changes and re-opening of Fairview, days and nights, and Milledgeville, nights, temporarily, they line up as follows:

Wellston, Bro. Shelton, a staunch O. R. T. lad and bully fellow, transacting biz. days, and Mr. Fearon, nights.

At "N" we greet Mr. Chrispen, days, and Extra Opr. Cole, nights.

Bro. Barrett at "JR" is always on hand at the same old gait. Good man in right place. But he earns his money.

Bro. Bushwaw at "DY" is always up-to-date with his books and always has them open for inspection. We all can appreciate the good work of Bro. Bushwaw.

The Wellston Div. has always been known as solid O. R. T. Here of late we have several "nons" who have dropped in on us, and a few of whom have been with us as fellow workers for quite a long time. It's about as good a time now as any to line up this Division again and get back in our old form. You Brothers who have a "non" for a neighbor, talk to him seriously and induce him to come in with us. Come, boys, line up, we need you, and more, you need us.

At this writing am unable to say who won the desk, as the raffling was of necessity postponed on account of the large number of tickets that were sold and proceeds and stubs not forwarded in time to hold the drawing at the specified time. We hope to be able to hold the raffle in a few days, and if possible, will try and get it published in next issue.

In the meantime we wish to thank each and every one who helped us out on this, and will gladly reciprocate at any time.

Yours in S. O. & D.,

CERT. 125.

Bro. Hooper is again on deck at "RH," after a few days' sickness.

Bro. Shields keeps things hustling around the East Yard, days.

At N. & W. Crossing we find Bro. Wagner, days, and Bro. Poling turning the bridge, nights.

Bro. Smith looks out for things at "F."

At Austin, Bro. Toops, days, and Extra Opr. Stevens, nights for present. Too cold to fish, but "13" there is plenty of game thereabouts.

Fairview, Bro. Rankin doing the "owl." Have not as yet been able to make the new man's acquaintance.

Bro. Penloud doing pumping and "OSing" at Washington "Tank." Come in to the meetings, Ben, and get acquainted.

At "W," Mr. Smith, days, and Bro. Toops doing the night trick to perfection.

Mr. De Brag, formerly of Ironton, agent at Milledgeville. Bro. Brown keeps house at night.

Bro. Chamberlin, at Allentown, is moving lots of grain now-a-days.

At "JA" we find Bro. May as agent, relieving Bro. Henson, who resigned to enter coal biz. Success to you, "FH."

Xenia has two good O. R. T. men, Bro. Taylor, days, and Bro. Boughn, nights. Come in, boys, and increase the crowd; room for all.

Bro. Welch at "WD," same old stand-by.

It is reported that last meeting night Wellston Division was very poorly represented, there being only one or two present. Brothers, this will not do. Wake up, try and get into the next meeting and learn what's going on around you, for there is the only place you can learn it, and the next one promises to be very interesting.

CERT. 148.

St. Louis & San Francisco Railway.

Texas Division—

Not seeing anything from the Frisco for some time, thought would write a few items.

Business on this end of the line has been good for some time, handling coal, fruit, stock and merchandise.

There have been many changes among the operators lately, among which is Mr. Hodnett from Jensen to Mansfield, Ark., a better position and better pay. Mrs. Hodnett, formerly night operator at Jensen has retired from the service. Mr. Rice, of Winslow, Ark., going to Jensen as agent.

We miss Bro. Donaldson at Poteau, I. T., and do not know what has become of him.

Bro. C. F. Woodson, nights at Bengal, took a few weeks off in October, visiting friends and relatives near St. Louis, and also at Ft. Smith. He was relieved by Mr. R. E. Peer, of Mansfield.

Bro. C. W. Field is still holding down Bengal as agent, assisted by "Arkansaw," which, instead of being a Bengal tiger is a Bengal cat.

The zoological garden at Compton, I. T., is very becomingly represented by Bros. Panther and

Wolf. The fraternal ties of the O. R. T. alone prevents them from making the fur fly.

Mr. Clemens, agent at Talihina, took a few weeks vacation, and was first relieved by Mr. Walker, then by Mr. Pierce, of Ozark, Ark. Bro. Kelly, nights, at "HI," also took a rest and was relieved by Mr. Goodville, who has since left the Frisco and went to Texas in search of a position.

Bro. R. D. Francis has resumed work after a vacation. Bob is a pretty good Indian after all.

Prospective Brother, Mr. Mitchell, is holding down Kosoma station.

Bro. W. S. Cloud, the old reliable at Antlers, has a night operator now, a Mr. Anderson.

Goodland is being gracefully managed by Mr. Grace.

Mr. Pierce working days, and Bro. F. W. Maxwell, nights, at Paris, Tex.

Brothers, are you each doing your share to make this Division solid and to keep the weak-kneed Brother from dropping out? There are non-members all around you, and they must be brought into the fold. SCAT.

Erie Railway.

Susquehanna Division—

Johnson, of "JB" tower, nights, has secured the vacancy at Canisteo, days.

Night Opr. W. A. Van Antwerp, of "HQ" tower, has decided that it is not the proper thing to go through life alone, and has taken unto himself a help mate. The lucky girl is Miss Cora Foote, of Locust Hill. "Van" went to Meadville on a wedding trip. Success to you and yours. No, we don't smoke, Will.

T. Quinlivan, of Silver Springs, on Buffalo Division, visited friends at Union recently.

L. D. Johnson, of "UJ" tower, is back to work, after a brief vacation.

Youngs, of Bath, has resigned, and Opr. Halpin now in his place.

Chapple, at Kanona, has resigned. This lets Opr. Ostrander home. How is the girl, "W"?

New men at Avon and Wayland, nights. Can't say where they hail from.

There is quite a struggle among the boys on west end over who gets "RX" tower, nights. Advertised November 14th; place now filled by Extra Opr. Beattie, of Canisteo.

Extra Opr. Beach, of Elmira, working at "JB" tower, nights, until regular man is appointed for that place.

Extra Opr. Chase, of "UJ" tower, now has steady position at "QP" tower, nights.

Whitney, of "KZ" tower, is absent on account of sickness. Extra Opr. Conlon, of Owego, relieved him.

Business booming on this Division at present; lots of trains and no chance to rest your eyes at all.

I understand there are a few members on this Division who are behind in their dues. This

should not occur, but pay up at once, as you will be dropped from the Order if you do not settle. It is a small amount, and you will not miss it from your pocket-book, and am sure you will never regret it.

N. S. Whitney has been appointed Local Chairman for Susquehanna freight division, of Division 42, Erie System, in place of L. J. Baird, resigned, on account leaving the telegraph service.

CERT. 291.

Meadville Division, East—

Bro. M. F. Kinney has taken Lakewood agency. Bro. P. Crow fills the agency that Bro. K. left at Watts Flats.

Bro. Petit, of Millers, was calling on friends at "J."

Cambridge job was rather flowery advertised, but, brothers, bid such jobs in. Don't let any such things keep you back. A. L. S. there is all right.

Bros. Frank and Fred Matson have left the Erie to accept a more desirable position.

E. J. Blakesly, of Jamestown, has decided to lay the old shotgun up, as he has bent one of his fingers by pulling that 'er gun off, and "B" has a hard time trying to remind that finger to hit the right letter in his typewriter.

I heard some one say: "More." Oh, yes, Bro. F. E. Johnson, of "S," is a checker player. Bro. "UN," don't forget those moves that we haven't heard from that was on the board.

As there are several more changes here on the old pike, I presume you are all familiar with, so it is unnecessary for me to quote them. Only a few words to the wise.

Brothers, if the 24th was a very bad rainy night you could not stop the loyal brothers from coming who could possibly reach Jamestown. We had a very good attendance and business of importance was discussed, and while there was one application for membership read we find prospects bid fair for five new members January 1st. Don't forget our next meeting. It will be held in Maccabee Hall on December 29th. Now, let every member put in an appearance who works days or nights. You can do it, for matters of the greatest importance must be looked after.

Brothers, don't forget your dues. That \$3.50 keeps you good for six months and our record shows well, they are all paid up, so we will not lose any brothers for non-payment of dues. I almost forgot to say that cigars were passed around at the expense of our worthy secretary and treasurer, and it was moved that we have a smoker next meeting.

Trusting all the brothers will remember our acting secretary's request, and with best wishes I will close. Yours in S. O. & D.,

CERT. 39.

Cincinnati Division, East

So many changes occur on this Division it is hard to keep track of them. Don't run this

changing business too far, boys. Some of the younger operators just change for the fun of it.

W. A. Freese has resigned as chief dispatcher on Cincinnati Division, and has gone to Bloomington, Ill., as train master for the C. & A. Ry. Pat O'Neil is chief now. It is said from the dispatchers themselves that a number of our dispatchers will go to the C. & A., too, to take charge of the block system as used on the Erie. At this writing no permanent changes have been made.

Bro. R. D. Wilson, extra operator, brought his family from Kentucky.

Bro. Randall, who has been sick for a long time, takes Ontario regular nights. W. M. Guthridge goes to Milton, nights.

T. C. Lewis, "SK" tower (Mansfield), nights.

Bro. E. H. Guthridge, agent at Rittman, has secured an operator clerk to help him. Bro. Cassel, night man there, gets it. The night job is open.

Of all the nimrods on the road Bros. Walsh and Russell, of Akron, take the cracker. Most all of the game they saw died from laughter at their shots, hence the large (?) number obtained.

The storm of November 26th laid low several hundred poles on this, Meadville and Mahonay Divisions. Took a week to straighten things around.

E. C. Glessner is again agent at Sterling after a long illness.

The new Atlantic type of passenger engines are hummers. The C. & E. I. are getting a number of engines for freight service just like our big "battleships."

What is the matter with our Eastern brothers? Have they become "weary in well doing"? Brace up, boys, don't let little things like that knock the breath out of you.

Chicago Division—

W. F. Pressnall has been transferred from Akron, nights, to "HD" tower, Huntington, days. Jno. Myers, who formerly held this position, is now in the lumber business at Rochester, Ind.

Cleer Creek has opened with Bro. B. R. Tucker, days, and J. W. Hartigan, nights.

Bro. G. O. Dunseth has been appointed agent at Servis to succeed Bro. J. B. Oliver, resigned to engage in farming on his farm in Preble County.

Agent M. A. Hamm, at Bolivar, has changed positions with Agent J. W. DeLong, Decatur, Ind.

Chas. Bresick takes care of the lamps nights at Midway, and lets trains in and out of the side track. Bro. C. A. Pontious holds the day trick at this man's town.

Bro. G. C. Taylor bumps Bro. Chapman off, and takes "JO" tower at North Judson, days.

Wilders Tower has been closed and an office opened at Clanricarde, with Bro. Ed Dykman, days, and Frank Fernes, night trick.

Mr. Chas. T. Fausett, recently discharged from the U. S. Signal Corps, is handling the business nights at Highlands at present.

Bro. E. C. Mensel is still shunting cars in the Hammond Yards, Bro. W. J. Imes holding the night track in the Hammond office. Bro. C. H. Emery, at "DS," nights, says there is not much chance for "hay" there.

Brothers, we have been in the same old rut on this Division for some time. Wake up and take an interest in the Order something like the delegates we sent to the Special Session. The Order needs our active influence as well as our support. There is plenty of material for us to work on and it is necessary for us to get them in line before we can expect to accomplish much. The company is prosperous, and it is only our own fault that we are not in a position to ask for a betterment of our condition. We hope that the telegraphers on this Division will become alive to the importance of thorough organization, and that every member will put forth his best effort to line up the telegraphers on this Division that we may start the new year with a membership that will put us in a position to do something for ourselves. We should take more interest in the selection of men for our local board, keep in touch with what they are doing and give them the benefit of our ideas of what should be done.

CERT. 17.

Canadian Pacific Railway.

Crow's Nest Pass Division—

I have scanned THE TELEGRAPHER for months to see if some Brother would not take a tumble and write something to let the outside world know that we are still alive on the Crow's Nest, but have so far failed, so now I am going to try my hand.

MacLeod is manned by Mr. Dudley as Agent, and Opra. Cline and McGuire, all fine fellows.

At Pincher, we find "Billy" Watson signing the bal. sheet. He's O. K.

At Blairmore we see Bro. Ashdown rustling freight and pounding brass.

At Crow's Nest, Bro. Munroe fills the chair as agent and operator.

At Michael, Bro. Thompson hunts cars for the C. N. P. Coal Co. It's a warm nest, is it not "J"?

At Fernie, the most important town on the Crow is held in place by Mr. Hillier as Agent, and Mr. Fyfe as day man. The owl is unknown to your scribe.

At Elko we find "Archie" DO her "Dewar" pushing the pen as agent and operator.

At Fort Steele Junction, Bro. Crane gives the OS, and gets 13s.

At Cranbrook we find the heavy thinkers, superintendents and dispatchers.

The dispatcher's office is manned by Mr. E. L. Chudleigh as chief; Mr. Steeves, first trick; Bro. Scott brings down a heavy second; Bro. Cottrell, on third.

At Moyie, Bro. Smith as agent, with West for owl.

Kitchener cannot be carried off with Agent Burgess in the chair.

At Creston we find Bro. Rose chief cook and bottle washer BR's art.

At Creston Junction, Bro. Chase handles the levers, and has everything to himself.

Sirdar is to the front with Mr. Carman as agent, and Lawrie as operator.

As this completes our line, I will ask to be excused for any errors, for we all know we have to creep before we walk, and if any brother is omitted, it is not the desire of the writer, for the Good Book says, "Do unto others as you would they should do to you." "Forgive."

CERT. 1224.

Mountain Section—

Bro. Vivian Dunn has been transferred to Sicomous Junction from Golden, relieving Bro. Jelly, who takes a vacation.

Bro. A. Sharp relieved Bro. Dunn at Golden.

Bro. Gairfoot, of Strathcona Horse, South Africa, has written a friend in Vancouver. The letter is dated from near Lydenburg, September 24th. Bro. Gairfoot states the regiment has been in engagements almost every day since their arrival at the front. The regiment was in a hot engagement at Dalmanutha, August 26th, lasting five hours. The enemy were cleared out of their strong position by a bayonet charge of the Liverpool and King's rifle regiments. He gives an incident of the charge. A "Tommy" charged a Boer officer, who called out, "Don't kill me, I am a commandant." "You will be a blooming angel in a minute," said "Tommy," as he gave him the cold steel. A ninety-five pound shrapnel shell burst very close to where some of the regiment were sitting, but beyond stopping their watches, no harm was done.

Your correspondent looked forward to a brand new Christmas poem from Bro. Jelly for this month's notes, but has been disappointed. Bro. Jelly states that his best girl demands all the poetry he can manufacture, and we see no reason to doubt his statement. As there is no other high-class poet on the division, we shall have to do without poetry.

Chief Dispatcher T. Downie has been appointed acting trainmaster. Bro. J. D. Fraser, first trick dispatcher, promoted to acting chief dispatcher. Bro. N. S. Fraser now fills in the third trick.

Bro. Kelly, agent Roger's Pass, accompanied by Bro. W. McClellan, were out shooting recently, and shot three mountain goat near Roger's Pass.

A recent snow storm left three and a half feet of snow at Roger's Pass in thirty-six hours.

Born to Bro. and Mrs. Oakley, a bouncing girl. Bro. Oakley is so proud of this addition to the family circle, that he can be seen nursing it at all hours. According to Slim, it is a remarkable baby; in the morning it looks like its Ma, and in the afternoon looks just like its Pa.

Bro. Honey is taking a month's vacation, relieved by Bro. McManus, relieving agent.

Our genial trainmaster, Mr. George Risteen has been over the division, posting the men on the new rules that take effect January 1st. The appointment of Mr. Risteen for this duty is very satisfactory to the men, as he is both competent and painstaking. The new order, Form 19, is something new in this Western country, but is in effect on almost all Eastern American lines. It will never be a popular order with the night operators, as they will have to listen for the approaching train, and hence will lose a little of their "40 winks."

The season for making resolutions is close. In addition to your resolution to pay all your board bills for the future, to have not more than two girls at the same time, to cease drinking champagne (to which we are strongly addicted), just resolve to remit your dues for the coming six months immediately. You will feel better for it. Remember that this section has a higher percentage of O. R. T. men than any other section on this system.

Extending to the membership and their families very best wishes for a Merry Christmas and Happy New Year,

Yours in S. O. & D.,

CERT. 744.

Central Railroad of N. J.

I do not mean to cheat our regularly appointed correspondent out of his job, but as nothing has been heard from this division in the past several issues of THE TELEGRAPHER, it is no more than right that some one should take a tumble to themselves and let us be heard from. There is a good spoonful of us alive yet; we are not dead "uns," by any means. An occasional raw recruit is captured and landed into our camp.

It has come to the notice of the writer that there are some few brothers of this division who are in arrears in their dues for the current half. It is hoped that these delinquent members will come to the front ere January 1, 1901. Boys, you owe more than your dues to the O. R. T. if you will just stop for a moment and consider, especially those employed on the C. R. R. of N. J. You ought to be proud that you are working on a schedule road. Who obtained it for you? Why, the efforts of the O. R. T. It is a noteworthy fact that there are some operators who have the audacity to tell us that the O. R. T. is no good, and still they will go into the pay car, month after month, and draw their nice salary, with extra Sunday pay. Ah, you poor mortals! If you should ever have the misfortune to lose your jobs, and be compelled to go elsewhere to seek employment, you may then wish that you had one of those little cards.

Bros. Decker and Dalberg, formerly with the D. L. & W., recently secured employment on the C. R. R. of N. J., the former on the extra list, the latter at Dunellon, nights. Glad to greet you.

Bro. Eli Jones, formerly of Elizabeth "FX" nights, we are pleased to know, is now located

at Castle Rock, Colo., with the D. & R. G. (a good road).

Bro. Holahan, "the good-looking blonde" who held down Elizabeth "FX" days, is now doing the owl act at "RK" tower. Don't worry, Mike, you'll soon get a day job, like all good men.

Bro. Simpson, of "Q," Long Branch, is all right. A little telegrapher made its appearance into the family recently; it's a boy.

Bros. Gerry and Shafer, delegates from this division to the special session of the Grand Division, which convened at St. Louis, October 8th to 17th, have expressed themselves as highly pleased with their trip and its results.

Bro. Brown, who is authority for the statement that there was not enough work at "JF" days, has been transferred to "FX" nights. Gus can eat work.

Bro. Toman resumed work at "GW" tower, after a long spell of sickness. Glad to hear the familiar "NA" on the wire again.

Bro. Kohl (the man who fell off the bridge), is as happy as a lark since he got "FX" days.

President John Mitchell, of the United Mine Workers of America, is being recognized throughout the land as the greatest labor leader of the decade. The manner in which he marshalled over 135,000 mine workers to victory in the recent strike in the anthracite coal region of Pennsylvania, is the best evidence. When those miners stood firm as one man for their rights, with an honest leader like Mitchell to advise them, the result was never in doubt—they won. That Mitchell's memory may live when the coal barons are forgotten.

Bro. Kelley, of "BN," had a day off since the advent of rabbit season, and went a hunting for that game in the vicinity of Bloomsbury. John, you have some sporting blood in you, we believe. How many cotton-tails did you bag? A report is in order at our next meeting.

Bro. Pennypacker, of "HY," would remind a person of being some great railroad magnate, rather than an operator, especially when he is togged up in his Prince Albert. Charles, you may aspire to something higher some day, and please don't forget us. No remarks.

On account of the special session of the Grand Division, held October 8th to 17th, a supplement to THE RAILROAD TELEGRAPHER has been issued, in which the minutes and proceedings of said session were described. According to the financial statement of the Grand Officers, the O. R. T. is in a flourishing condition, and bids fair to continue so.

The five different brotherhoods, viz., operators, conductors, brakemen, engineers and firemen of the C. R. R. of N. J., have already presented their agreements to the officials. It is hoped the concessions asked for will be granted.

Wishing you all a Merry Christmas and a Happy New Year.

Yours in S. O. & D.,

X. Y. Z., CERT. 439.

Grand Trunk Railway.

Seventh District—

It is some time since anything from this District has appeared in THE TELEGRAPHER, so I will try to furnish a few items which may be of interest.

At "YD" office, Belleville, we find Mr. French and Mr. Orr working hard.

At "B," O. F. Clark, our chief. Micksch, first trick dispatcher, Gersow and Gore, second and third tricks respectively.

Trenton, Bro. Hoag, agent; Mr. Potts, days; Mr. Riley, nights.

At Brighton, Mr. Ford, days. I hear the trainmen miss their pipeful of old chum now.

Colborne, Bro. Thorne hard at apples.

Grafton, S. A. Moore, agent and general manager.

Mr. Buck, agent at Cobourg, with Mr. Cook and Mr. Baker working the wires week about, nights and days.

Tom Bell is the company's genial representative at Port Hope. Mrs. Heagens, day operator; W. Buller, nights.

At Newtonville, Bro. Dan McLennan, who makes mysterious trips westward occasionally, is agent. Bro. McHalpin, nights.

Our Local Chairman, Bro. R. R. Bird, fills the chair as day man at Bowmanville, Sundays included, while J. Doreen fills the same chair equally as well nights. Mr. Woods is agent, who is away rusticating in Ottawa and Montreal.

Bros. Newton and Pearsall hold down Ottawa, and Bros. King and Wright at Whitley Junction. Old Pickering, R. A. Bell, agent, etc., hard pushed.

West Pickering, Bro. Johnson, days; T. Harwood, nights.

At Port Union, Bros. Peck and Bell, who both use mills and issue typewritten orders. Bro. Peck, I hear, pays many visits to the same place as Bro. McLennan. Must be some fine girls around Duffin's Creek.

At Scarboro Junction, Bro. Stewart is agent, and Bro. Belton, night operator.

Typhoid fever which has been prevalent throughout this province for some time, has been amongst us and it is our sad and painful duty this month to record the sudden death of one of our oldest and best of brothers, D. J. Kain, of Oshawa. After a short illness of but a few days he died, beloved and respected by all who knew him. The deceased entered the service of the Grand Trunk Railway Co. some eighteen years ago, and after filling various positions was appointed agent at Oshawa. By his death the company loses one of their best agents, the O. R. T. one of its staunchest supporters and the boys one of their truest friends. He set a grand example for all, for his was the philosophy which attaches to life no virtue apart from the faithful discharge of duty. As an all-around railroad man he had no superiors and few equals, and although there are good men left to take his place and although time will no doubt do much to lessen our sense of

loss, still in the hearts of the boys Denny Kain's place will never quite be filled. His funeral, which took place from the Roman Catholic Church, Oshawa, to the cemetery at Pickering, was largely attended by all classes of the community and as many of the agents and operators and other railroad men who could conveniently get there to pay their last respects to the man whom they had known so long as one whose heart had never failed a friend or quailed before an enemy. Among the many beautiful floral tributes was one from the Oshawa Electric R'y employes, with the motto, "Comrade," and a pillow bearing the letters "O. R. T.," from his brother telegraphers on this District. A wife and three children survive him, and they have the sincere sympathy of the telegraphers in this, their sad bereavement.

CERT. 248.

I have not seen anything from this District of the Grand Trunk for some time, not since I gave the positions of the boys last time. A brother west of us said I was not the only pebble on the beach, but I have begun to think I am, since I haven't seen anything in our valued Journal for some time. I would like to see a regular correspondent for the Seventh District of the G. T. R.

Mr. Chas. M. Hays, for the past five years general manager of the Grand Trunk Railway System, has resigned to accept the presidency of the Southern Pacific, with headquarters at San Francisco. He is to be succeeded by Mr. Geo. B. Reeves, who until a year ago was general traffic manager, but this last year has been living a retired life on an extensive fruit farm in California.

It will soon be time for remitting dues for first half of 1901, and it is to be hoped all will remit promptly, so we will be in good shape to meet the officials the first of the year to get a few amendments on our present schedule. There has been quite a few changes lately. I will try and give positions of the boys.

Belleville dispatcher's office, Dispatcher Micksch, first; Gerow, second, and Gore, third. Micksch and Gerow are working twelve-hour tricks for a couple of weeks, while Gore is away. Opr. Flemming does the message work.

Belleville Yard, Opr. French, days, and Orr, nights.

Trenton, Bro. G. A. Hoag, agent; Oprs. Potts, days; Riley, nights. I guess the boys at this point will be glad when the double track is finished.

Brighton, Opr. Forde, days, and an unknown, nights, from the superintendent's office.

Colborne, Opr. Thorne, days; no night operator. Grafton, S. A. Moore, agent.

Cobourg, R. Buck, agent; Bro. Baker and Bro. Cooks working week about. Both good boys.

Port Hope, T. H. Bell, agent; Mrs. H. Heagens, day operator; Bro. Buller, nights, while he rocks the cradle days.

Newtonville, Bro. McLennan, agent, and Bro. McCalpin, late of the C. P. R., Green Valley, nights.

Newcastle, J. E. W. Philip, agent. Opr. Davidson is working nights in place of Bro. McDougall, who is relieving Opr. Doreen, at Bowmanville.

Bowmanville, W. Woods, agent; Bro. R. R. Bird, our Local Chairman, days, and Bro. McDougall, nights; Opr. Doreen gone fishing.

Darlington, Bro. Jennings, agent, with his daughter as assistant. "DA" will soon be opened as a night office.

Oshawa Junction, Bro. Newson, days, and Bro. Pearsall, nights.

It was with deep regret that we heard of the sudden death of Bro. D. J. Kain. The funeral took place at Pickering, where his parents reside. As many of the boys as were able attended the funeral. A beautiful wreath with the letters "O. R. T." was given by the brothers in remembrance of him who had done so much for the welfare of the O. R. T. Deceased was agent at this place. A new agent has been appointed, but at time of writing have not heard his name.

Whitby Junction, Bro. King, agent; Bro. Wright, nights. Bro. Wright was off duty on account of sickness not long ago, relieved by Bro. Matthews, late of the Elevated Ry., New York. Bro. Matthews has since gone to St. Hyacinthe to work nights, the place of his choice. You want to learn to talk French, Roy. Bro. King has a new Underwood typewriter, and things will be done up in first-class shape now.

Pickering, Bro. R. A. Bell, agent.

West Pickering, Opr. Johnson, days; Opr. Harwood, nights. Tom has started a rabbit farm in the basement.

Port Union, Bro. Peck, agent; Bro. Bell, nights. Both are up to date with an Underwood typewriter.

Scarboro Junction, Bro. Stewart, agent; Bro. Bolton, nights.

East York, Bro. Ralston, days; Opr. McKee, nights.

York, C. Waugh, agent; Opr. Mackey, better known as "Windy," nights.

Bro. Buller was off duty for fifteen days, relieved by Opr. Connor, late of the Nickle Plate, Chicago.

Bro. Bell, off duty for a week, relieved by Bro. Matthews.

Bro. Jennings off duty for a few days, relieved by Bro. Matthews.

Bro. Stewart off for a few days, relieved by Bro. Bolton, who was in turn relieved by Opr. Jardine.

Brothers will please excuse if I have failed to call them so, as I am not very well acquainted. With best wishes.

Yours in S. O. & D.,

SAM.

Union Pacific Railroad.**Nebraska Division—**

With apologies to the division correspondent, I will say a few words to let the other brothers know we members of System 6, Nebraska Division, are still working for that good cause—organization—and also where a few of our brothers are.

Bro. Campbell is working at Gilmore.

Bro. Hagedorn does the owl act at North Bend. Pink is a good rustler for new material. Understand he has two or three on the string now. Let the good work continue.

Bro. Neilson, at Fremont has quit on account of new watch scheme. Better get a new watch, "NI," and come back.

Bro. Perry is working days at Schuyler, while Bro. Rowe is working nights temporarily during Agent Miller's illness.

Bro. Cady days at Benton, and Mr. Berry lines up the switches for double track nights.

Bro. Heller, agent at Silver Creek. Bro. Jones, who has been working nights there, has been let out. What's the matter, Jones? "DM" is there now, lately at "FR," Omaha, and is all right.

There are several new men on the division that belong to other lines. Boys, come into System No. 6.

Gen. Chairman Baldwin, from Midland, is out looking into several minor grievances. An amusing incident happened on the First District shortly after the introduction of the Cook Cooler between an operator which we will call Billy and a section foreman named Chris. Chris received a message one day to look for a Cook Cooler. Not knowing what it was, he asked Billy if he knew. No, Billy didn't know. Next evening, Chris came in, and told Billy he had found that Cook's cooler, and he brought in a ventilator off a dining car. Billy said, "Yes, it was a Cook's cooler all right." So it was sent into headquarters. Shortly afterwards Chris got a message from headquarters that they were over one ventilator, and still short a Cook cooler. By this time Chris was getting warm under the collar, and began to think somebody was trying to fool him. So he inquired of a trainman what it was. He told him it was a hot box cooler, patented by a Mr. Cook, called a Cooler. Chris says that the company is getting entirely too up-to-date. But he says he knows what a Cook cooler is now. As to Billy, he said he knew what it was all the time, but I have my doubts about it.

Bro. C. E. Spear has been transferred from Hershey to Cozad. Bro. Frank Limpus goes from Egbert to Hershey.

Bro. R. Hanan has resumed work at Chapman after a long rest.

Bro. H. E. Stewart has taken the agency at Hillsdale, Wyo. We know some people at Pine Bluffs that will miss him.

Bro. F. R. Roberts goes to Chappell as agent, vice Bro. Jno. Alcorn, who resigned to look after his cattle.

CERT. 34.

Thos. White, an old employe of the U. P. freight station at Ogden, Utah, has invented an automatic car seal, which has just recently been patented. Bro. James Russell, an old stand-by on the U. P., now night operator at Uintah, Utah, owns a half interest in the seal.

This is the only automatic car seal on record. It is simple in construction, inexpensive, and will automatically lock itself when the parts are placed in position, and can not be opened without breaking the seal, and indicating such fact. It is, indeed, a beauty. It is superior to any car seal in use to-day.

All the employes of the U. P. whom have seen the seal, and whom have anything to do with sealing cars, are in hopes that it will be adopted by the Union Pacific, as a car can be sealed much more quickly and more easily with it than with the present seal used by the U. P., and it also does away with sealing irons.

Mr. White and Bro. Russell both have the best wishes of their fellow employes for their future success with the new invention.

CERT. 60.

The B. & O. Southwestern R. R.

Mr. R. E. Hunt, of Shoals, Ind., and one of the most popular men that ever did telegraph duty on the B. & O. S. W. R. R., has been elected to fill clerkship in County of Martin, Ind., Shoals being the county seat. He is a Republican, and had a Democratic majority of 104 votes to overcome. This he did by four votes. Mr. Hunt was agent at Shoals, Ind., for B. & O. S. W. R. R., for over twenty-seven years, which position he resigned a short time since, and went to working nights at same place. As he was contemplating to try for clerk in coming campaign, night work gave him a better opportunity to make a thorough canvas of the county. Mr. Hunt was a working member of Division No. 9, and the whole division joins me in their heartiest congratulation to the success of the grand old man.

JO., CERT. 11.

M., K. & T. Railway.

W. C. White has resigned the chairmanship of the First District, account leaving the service, and Bro. H. B. Evans has been appointed to fill the vacancy.

Bro. Ira Harris is now agent at Deerfield.

Several new night offices have been opened up on the Cherokee and Choctaw divisions.

Bro. A. N. Brown is working nights at Chouteau.

Bro. Lea, who has been working down in Texas, has been working nights at Adair, but is now at Vinita.

Bro. L. R. Franse, of Wagoner, spent Thanksgiving with ye correspondent.

Bro. A. N. Brown spent Thanksgiving with relatives at Parsona.

Mr. H. W. Hicks, of Blue Jacket, has the sympathy of the fraternity in the loss of their little one.

W. A. Owings, of Vinita, spent a couple of days at Blue Jacket Tank with a telegraph pole for an office, and a draw-head for an office chair.

Bro. L. R. Franse worked a day at Leliaetta last month while "Andy" gathered up the remains.

A man whose name is supposed to be W. T. Jones, and representing himself to be a traveling salesman, has been working some of our boys in Missouri. His plan is to order goods to firms, who, of course, refuse to accept, when he comes along, claiming to be a representative of the house, and usually gets possession of the goods. Communicate any information by wire to L. D. McCoy, Secretary, Gibson Station, I. T.

Notice.—A meeting of the General Committee has been called for January 3, 1901, at the Lindell Hotel, St. Louis, Mo. The committee meet the management, January 7th, and it is important that all matters of interest be submitted before that time.

The S. P. schedule cost the boys \$7,000. Do you expect your committee to be successful with \$425? Better see about this before it is too late. Many of you have not contributed one cent. This applies to "nons" as well as members—they all look alike to the committee.

J. B. Walsh, of Vinita, is now holding down a trick at Muskogee, they having put on an extra man at that point last month, account of heavy business.

Dispatcher E. M. Gates, of Parsons, has returned from an extended trip east, and is again at his post.

Bro. W. H. Piper has been working for some time at "GO," Parsons, but account change in force, was compelled to go elsewhere.

What are you doing for the advancement of the fraternity on this system?

Have you remitted anything toward paying the expense of the General Committee? If you have not provided them with funds, don't expect them to stay longer than their funds hold out.

How many new members have you got to your credit? Is it too late yet for you to do something for the benefit of the System?

If you are going to support your General Committee, get that neighbor of yours in line. You should be able to do more with him than any one.

You can help the cause along by paying up current dues, and also by paying up to July, 1901. You are, no doubt, as able to pay now as any time, and now is the time it is most needed.

Texas Items—

Mr. J. T. Minton, of Ringgold, has been promoted, and has accepted agency at Lewisville, Tex. Bro. Jenkins resigned to go into business of his own.

Bro. Cox, of Clinton, Mo., is working relief at Ringgold for a month or so.

Bro. S. S. Phillips, now day clerk and operator at Whitewright, has been promoted, and will soon take charge of Ringgold station.

Bro. Harper, at Pottsboro, has a day clerk and operator added to his force. Mr. R. H. Chiles, of U. D. office, St. Louis, is holding down the position.

Bro. E. O. Rigsbee, of Rockwall, is taking an extended rest; he is being relieved by Bro. Lingle.

D. E. McCann, night clerk and operator at Pottsboro, has been off for a couple or three weeks, account of sickness. He was relieved by Mr. L. G. Harper, brother to our Bro. "TM," at "WX," Denison.

Bro. Gates, of Tioga, has returned to work after an extended trip to the mountains in Colorado.

Choctaw Division—

Plenty to do on the Choctaw Division in all lines, and the members of the O. R. T. are doing their part of the rustling for new members. Haven't many more nons now, and think most of them will join us soon. If they don't, we will promise them plenty of reading matter as long as they stay on this division.

We have a new chief dispatcher, Mr. T. F. Gardner. Mr. F. S. Dodds, former chief, has taken the second trick. New third trick man by name of Barnes.

Bro. C. S. Walton, night man at Warner Junction, is laying off on sick list. Hope to see him well soon.

Bro. R. L. Hoover, from I. C. Ry., relieved Bro. Walton at Warner Junction for two nights, and then left the service of the Katy, account not satisfied with this part of the country. Said he was not very favorably impressed with the appearance of the Indians.

Bro. N. H. Burch is holding Warner Junction nights for awhile.

New man working days at Durant, I. T. His name is Littlejohn. If he stays at Du. long, he will wish his name was Bigjohn.

Bro. H. B. Price is night man at Durant. Has been working at Caney for a few days. Bro. Price opened Caney office short time ago. First time Caney has been opened since 1898.

Opr. Hunter Copeer, from dispatcher's office, is now holding fort at Caney. H. says it is all right for a rest, as he works from 12 noon to 12 mid. He has time to go hunting of mornings. He says hunting in the I. T. is fine recreation for a man that has been closely confined.

Bro. Bruse Stanford, at Atoka, has been resting a few days. Bro. Harris, regular night man, worked days, and Bro. Burch worked nights.

I am informed that Bro. Sanford was married few weeks ago, but his marriage isn't valid until he sends around the cigars. This is for Bro. S.'s information.

Bro. Stuart, at Kiowa, I. T., is very quiet lately; never hear from him only when he signs "ST" to something.

Bro. Henry Penn, former agent at Savanna, I. T., hasn't returned to the M. K. & T. yet. "H," we would like to see you back again.

Bro. A. C. Black, day operator at McAlester, I. T., is acting agent for a while.

Bro. Hines, night man, is working days.

Think Bro. Kelly, from dispatcher's office, is doing the night act.

W. H. Settles is working nights at Checotah. He acted agent at Oaktaha during the cattle rush. We expect to call him Brother soon.

Bro. Norton is working days. We haven't learned yet whether it would be proper to call him Brother or not. We will have to call on him, and all others that we are in doubt about, with our goat. Be ready for a ride, boys; it will be a ride you will enjoy, and never regret.

Yours in S. O. & D.,

CARR. 188.

Harrisburg, Pa., Div. No. 3.

Our advice has been taken and now it is Bro. Cozzin. We congratulate you, "CZ," and live in anticipation of smoking some of those "stogies" you brought from Pittsburg and which we "13" you had assistance to handle them. Don't blush, but let us know when to furnish the calithumpians.

Bro. W. O. Zeigler has developed quite a fancy for valuable dogs. He bought one recently and from information of undeniable source he will set all night.

Another operator of the Middle Division is thinking of taking up and practicing surgery, since with nothing but a pair of office shears (of course they were sharp) the pocket of a pair of trousers and witch hazel salve, he amputated and bandaged the leg of a crow, which unfortunately had gotten too familiar with a musk-rat trap. If in need of his services call on Dr. (?) Frank Fasick at "MI" block station, office hours, 7 p. m. to 7 a. m.

Bro. H. M. Cameron, who has been on the sick list for a lengthy period, has again resumed his duties at Tipton.

Bro. J. C. Cameron, of Tipton, has once more taken up the cudgel after an extended trip to Ohio in company with Mrs. Cameron.

A number of operators have lately found a resting place among us, who have been employed by the P. & R. R. Among the number we find Bro. H. M. Fertig, who has been kept busy learning the intricacies of the interlocker; Bro. George Young, formerly of this pike, who can do anything from slinging lightning to firing a "Mogul" engine, and Opr. C. J. Ising, who got stuck when "UD" told him to bring an engine in, but he found it was only the conductor that was wanted. Nevertheless, the new men are learning the tricks of the trade with alacrity, and it will be well for the old-timers to look well to their laurels.

Bro. W. O. Zeigler has been transferred from "WG" block to "CH." Bro. William Havens, transferred from the extra list to regular "owl" at "GQ" block station. Bro. Bruce Carpenter is

now located at Cove Forge, vice Bro. Chas. Sheller resigned. Bro. "Billy" Crane is filling the vacancy at "FJ" block caused by Bro. Carpenter's transfer.

Opr. William Miller has resigned his position at "CH" block station, and accepted work with the Bell Telephone Company at Harrisburg.

There are still some "nons" along this highway whom we are anxiously waiting to greet as brothers, but up to this time have not had the opportunity. Oh, that the work started by Bro. Dacres when he was with us could be continued until not one along the whole system should say to another, "Know you the sign?" but all knew it from the circuit closer to the boss operator's elevated stand. But it is always thus. All men do not think alike. There must be differences or what would this old world come to? Some are "set in their ways," they see their duty, one to another, but doeth it not. In such cases take the boy's translation of Matt. 9-17 (now, boys, get your Bibles), which was: "Don't put new religion into an old man or he will bust." Never mind the risk of him "busting," but pump away and he "busts." The overflow is contagious, and some of the others will catch the disease, and O. R. Tism will become so prevalent that all the quack doctors in the State could not manufacture hoodoo medicine enough to stop it. The election is over and, as before, in all such cases we will settle down to the regular routine of life, but let me state right here that O. R. Tism is still to the front, and as that is the only "ism" to occupy your minds for a long time, make it your individual study, on duty and off, and see what a mighty power each one of us may be in the thorough organization of the system.

Later changes than the above are as follows:

Bro. Charles Leiter, extra list, to Narrows, nights. Extra Opr. Allison, to "WG" block, nights. Bro. Potter, extra list, to Spruce Creek, nights. Bro. C. F. Klingler, from "GQ" block to Marysville, nights. Bro. John Espy is to be found at Birmingham at night now.

The change of line and new interlocking arrangements between "GC" Huntington, and "WG" block station, which was to have been put in service on November 30th, was postponed on account of the heavy rains of the week before.

What operator along the Middle shot an opusum that had been defunct for at least a week?

Bro. Deacon Miller spent two weeks in the mountains about Stone Creek hunting, and our informant states, with little success, but the amount of "grub" that was punished is astonishing.

Bro. James Rooney, at "PM" block station, is nursing a lame arm, which we hope may not hold him on the retired list for any length of time. Bro. C. B. Meloy is doing the day work, and Bro. Miller fights sleep at that joint.

Some of the brothers out along the line who have not the opportunity of attending meetings

are inquiring as to the circular letter assured them.

Brothers of Division No. 3, congratulations are in order to Bro. Harry B. Olewine, who took unto himself a helpmate, Miss Irene Hurst, of Harrisburg, November 14th. It appears that Harry's bachelor friends all protested to him taking this step, but that little benedictine bee, assisted by that best of all myths, "cupid," bested our bachelor brother, and as a last resort he, in company with the lady of his choice, hid themselves to the parsonage and was made one. Bro. Olewine has been a member of the Division since its organization, tried in many ways and always found true, and we are pleased to learn of his union with so estimable a lady. Now, "VO," we don't all smoke, but none will raise any objections to a "toofer" as a memento, while at the same time we all join in wishing yourself and bride long life and happiness.

LAMUS.

Pittsburg Division No. 52.

At our regular meeting held November 17th, there was some of the old-time interest shown in the affairs of the Division, which seems to have been lacking of late, and this with the increase in attendance seemed to give all encouragement towards a more regular attendance in the future. There were several invitations read which requested us to take part in union meetings to be held in the near future, but as there was but one in which we were entitled to a part in the proceedings, it was decided to send representatives to Newark to attend the union meeting at that point as well as the secret meeting of the B. & O. members, which was to take place the same day. Bros. G. W. Honsberger and C. H. McNutt were elected to attend as delegates, and Bro. A. B. French was chosen as alternate to same. It is believed that the outcome will be very favorable towards improving the condition of all the organizations upon that system. Several questions which cannot be mentioned at this time occupied the attention of the brothers present for some time, and under the order of business covering sick claims, vouchers were drawn for \$14 to pay same. There has been a heavy run upon the Division during the past few months in the way of sick benefits, but our funds still are above the \$1,000 mark.

All present regretted to hear of the death of Bro. T. H. Harkins, who was killed at Altoona November 13th. President McGuire being absent from the city, Bro. Cooper acted as presiding

officer, and appointed a resolution committee, consisting of Bros. Dinges, A. O. Seamon and W. J. Meehan, to draft resolutions upon the death of our late brother.

Considerable time was consumed under the Good of the Order in discussing matters of importance to the Order, and Division. Closed at 10:45 p. m.

At our meeting of December 1st, President McGuire in the chair, and all officials were at their respective stations at roll call, with Bro. C. J. Hagan acting as Past President. One application for membership was all that we could find to act upon at this meeting, but prospects are bright for several more for the first night in the next year. But few communications were read and bills for expenses of Division amounting to \$27.22 were read and ordered paid. Under sick benefits there was but one claim presented amounting to \$10, which was ordered paid.

Again we were called upon to mourn the loss of one of our members through the death of Bro. J. W. Quigley, who was murdered and burned in his office near Marcy, Minn., November 19th. Bro. Quigley was buried at Hoytdale, Pa., November 24th. We have been called upon to mourn the loss of four of our brothers during the past four months, who have been called to their last resting place.

Several brothers who were out of employment have reported as being located, and at present we have none on our waiting list.

KOWEY.

IN MEMORIAM.

WHEREAS, It has pleased God in His infinite wisdom to invade our fraternal circle, and remove from our midst, our Brother, Thos. H. Harkins, who was killed at Altoona, Pa., while waiting to board a freight train to take him to his work at Allegrippus, Pa., on the night of November 13, 1900; and,

WHEREAS, In the death of Bro. Harkins this Division has suffered a loss which cannot be replaced; therefore, be it

Resolved, That Division 52 extends to the family of Bro. Harkins our sympathy in the hour of their bereavement; and be it further

Resolved, That a copy of these resolutions be sent to the family of the deceased brother, to our official Journal for publication, and that the same be spread on our minutes.

GEO. D. DINGES,
A. O. SEAMON,
W. J. MEEHAN,
Committee.



Grand Division

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General Offices,  St. Louis, Mo.

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St. Louis, Mo.
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ADVERTISING.

All correspondence pertaining to advertising should be addressed to W. N. Gates, Advertising Manager, Garfield Building, Cleveland, Ohio.

DIVISION DIRECTORY.

GRAND DIVISION—Attached membership not confined to any particular railroad or territory.

M. M. Dolphin, President, St. Louis, Mo.; H. B. Perham, Grand Secretary and Treasurer, St. Louis, Mo.

NO. 1, MONTREAL, QUEBEC.—Division covers the Grand Trunk Railway System. Meets subject to call of Chairman. R. H. Reynolds, Gen'l Chairman, Beechville, Ont.; D. Campbell, Local S. & T., Drayton, Ont.; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. Q.

NO. 3, HARRISBURG, PA.—Meets 1st Wednesday evening at 8 o'clock, and 3d Thursday morning at 8:30 o'clock each month in Ensinger Building, corner Third and Cumberland sts., Harrisburg, Pa. E. L. Zimmerman, Local Pres., 1611 N. Sixth st., Harrisburg, Pa.; E. C. Miller, Local S. & T., 625 Dauphin st., Harrisburg, Pa.

NO. 4, PHILADELPHIA, PA.—Meets on 1st Saturday at 8 p. m., at Room A, Odd Fellows' Temple, Broad and Cherry sts., Philadelphia, Pa. G. A. Richardson, Local Pres., Oaks, Montgomery, Pa.; W. C. Frazier, Local S. & T., 4251 Pennsgrove st., Philadelphia, Pa.

NO. 5, KANSAS CITY, MO.—Division covers the Kansas City, Pittsburg & Gulf Railroad System. Meets subject to call of Chairman, E. T. Nickel, G. C., Amsterdam, Mo.; P. H. Williams, Local S. & T., Amaret, Mo.

No. 6, OMAHA, NEB.—Division covers the Union Pacific Railroad System. Meets subject to call of Chairmen. F. A. Baldwin, Gen'l Chairman, Lock Box 26, Milliard, Neb.; L. M. Tudor, Ass't Gen'l Chairman, Rawlins, Wyo.; R. R. Root, Local S. & T., Wood River, Neb.

NO. 7, MONTREAL, QUEBEC.—Division covers the Canadian Pacific Railroad System. Meets subject to call of Chairmen. W. H. Allison, Gen'l Chairman, 70 Melbourne av., Parkdale, Toronto, Ont.; F. G. Sinclair, Local S. & T., Sutton Junction, Quebec; P. D. Hamel, Ass't Local S. & T., Blue Bonnets, P. O.

NO. 8, BUFFALO, N. Y.—Meets 4th Thursday each month at 8 p. m. at lodge room, corner Fillmore av. and Clinton st., Buffalo, N. Y. H. C. Mawhinney, Local S. & T., 835 Elk st., Buffalo, N. Y.

NO. 9, NORTH VERNON, IND.—Meets 3d Saturday of each month at 8 p. m. at K. & L. of H. Hall, Fifth st., North Vernon, Ind. C. B. Rawlins, Local Pres., Cold Springs, Ill.; J. E. Hudson, Local S. & T., Hayden, Ind.

NO. 10, KNOXVILLE, TENN.—Meets first Saturday night of each month at K. P. Hall, Depot st., Knoxville, Tenn. W. H. Morris, Local Pres., Knoxville, Tenn.; W. L. Webster, Local S. & T., McMillan, Tenn.

THE RAILROAD TELEGRAPHER.

- NO. 11, OLD TOWN, MAINE.—Meets last Sunday each month at 1 p. m., G. A. R. Hall, Old Town, Me. L. F. Crane, Local Pres., Orano, Me.; E. L. Keyes, Local S. & T., Great Works, Me.
- NO. 12, BELPRE, OHIO.—Meets 3d Wednesday each month at 8 p. m., to 619 6th st., Parkersburg, W. Va. P. Costello, Local Pres., Belpre, Ohio; G. J. Steurer, Local S. & T., 626 Depot st., Parkersburg, W. Va.
- NO. 13, WEST SUPERIOR, WIS.—Meets 3d Sunday of each month at 8 p. m., at Ritchie Hall, 806 Tower av., West Superior, Wis. D. A. Short, Local Pres., 1620 Oaks av., West Superior, Wis.; D. A. Short, Local S. & T., 1620 Oaks av., West Superior, Wis.
- NO. 14, ROANOKE, VA.—Division covers the Norfolk & Western Railway System. Meets subject to call of Chairman. C. E. Layman, Gen'l Chairman, Troutville, Va.; T. H. Lankford, Local S. & T., Cloverdale, Va.
- NO. 15, OTTAWA, ONT.—Meets on 3d Sunday of each month at Glen Robertson, Ont. G. W. Shepherd, Local Pres., Alexandria, Ont.; F. S. Griffin, Local S. & T., Eastmans, Ont.; R. E. Allison, Local Organizer; P. D. Hamel, Asst. L. S. & T., Blue Bonnets, P. Q.
- NO. 16, NIAGARA FALLS, ONT.—Meets 1st Sunday, 2 p. m., and 3d Monday, 8 p. m., at B. Knight's residence, cor. Morrison st. and St. Lawrence av., Niagara Falls, Ont. A. J. Broderick, Local Pres., Niagara Falls, Ont.; B. Knight, Local S. & T., Niagara Falls, Ont.
- NO. 17, BALTIMORE, MD.—Meets 3d Friday of each month at 205 Fayette st., Baltimore, Md., Q. A. Geise, Union Station, Baltimore, Md.; J. B. Finnan, Local S. & T., General Delivery, Baltimore, Md.
- NO. 18, CLEVELAND, OHIO.—Division covers the New York, Chicago & St. Louis Railroad System. Meets subject to call of Chairman. R. W. Keyes, Gen'l Chairman, Conneaut, Ohio; F. R. Terbrack, Local S. & T., 69 Yonker st., Cleveland, Ohio.
- NO. 19, FORT WORTH, TEXAS.—Meets on the 3d Monday each month at 8 o'clock, p. m. W. H. Phillips, Local Pres., Cotton Belt freight office, Fort Worth, Texas; C. A. Burton, Local S. & T., 704 S. Rusk st., Fort Worth, Texas.
- NO. 20, GALVESTON, TEXAS.—Division covers the Gulf, Colorado & Santa Fe Railroad System. Meets subject to call of Chairman. C. B. Clark, Gen'l Chairman, Ladonia, Texas; A. T. Hickey, Local S. & T., Cleburne, Texas.
- NO. 21, CINCINNATI, OHIO.—Division covers the Cincinnati, Hamilton & Dayton Railroad System. Meets subject to call of Chairman. E. F. Shields, acting Gen'l Chairman, 142 S. Williams st., Dayton, O.; A. C. Bushaw, Local S. & T., 1617 E. Fifth st., Dayton, Ohio.
- NO. 22, ST. LOUIS, MO.—Division covers the Missouri, Kansas & Texas Railroad System. Meets subject to call of Chairman. E. B. Hill, Gen'l Chairman, Troy, Tex.; L. D. McCoy, Local S. & T., Gibson Station, I. T.
- NO. 23, TOPEKA, KAN.—Division covers Atchison, Topeka & Santa Fe Railroad System. Meets subject to call of Chairman. J. A. Newman, General Chairman, Wichita, Kan.
- NO. 24, WILLIAMSPORT, PA.—Meets 1st Wednesday of each month in Wightman Block, No. 22 West 4th st., Williamsport, Pa., and on the 3d Friday of each month on third floor of Postoffice Building, Main st., Lock Haven, Pa. C. E. Sturgis, Local Pres., 44 Linck Bldg., Williamsport, Pa.; J. I. Klingenberg, Local S. & T., Sunbury, Pa.
- NO. 25, PALESTINE, TEXAS.—Division covers the International & Great Northern Railway System. Meets subject to call of Chairman. C. E. Lewis, Gen'l Chairman, Houston, Texas; G. W. Morgan, Local S. & T., McNeil, Texas.
- NO. 26, BRUNSWICK, MD.—Meets 1st Friday of each month at 8 p. m., at Red Man's Hall, Brunswick, Md. D. Wright, Jr., Local Pres., Brunswick, Md. C. D. Shewbridge, Local Pres., Keep Tryst, Md.; E. L. Harrison, Local S. & T., Brunswick, Md.
- NO. 30, PHILADELPHIA, PA.—Meets 3d Friday at 8 p. m. in Dental Hall, N. W. Cor. 13th and Arch sts., Philadelphia, Pa. J. L. Hughes, Local Pres., 1225 Sansom st., Philadelphia, Pa.; James Hutton, Local S. & T., 1463 Wilton st., Philadelphia, Pa.
- NO. 31, ST. LOUIS, MO.—Division covers the Missouri Pacific Railroad System. Meets subject to call of the Chairman. T. W. Barron, Gen'l Chairman, Mo. Pac. Tel. Office, Equitable Bldg., St. Louis, Mo.; James F. Burnett, Vice Gen'l Chairman, 1200 W. Markham st., Little Rock, Ark.; W. F. McCullough, Gen'l S. & T., Larned, Kan.
- NO. 32, ST. LOUIS, MO.—Division covers the St. Louis & San Francisco Railroad System. Meets subject to call of the Chairman. A. R. VanGeisen, Gen'l Chairman, Lebanon, Mo.; L. Stevens, Local S. & T., Valley Park, Mo.
- NO. 33, PITTSFIELD, MASS.—Meets 2d Sunday and 3d Wednesday of each month at N. Y., N. H. & H. R. R. Freight Office, S. Church st., Pittsfield, Mass. F. H. Barker, Local Pres., Pittsfield, Mass.; H. A. Roel, Local S. & T., 223 New West st., Pittsfield, Mass.
- NO. 36, ANDOVER, O.—Meets last Thursday evening of each month at 7 o'clock at J. O. U. A. M. Hall, Andover, O. G. F. Wolcott, Local Pres., Williamsfield, O.; T. D. Dellmin, Local S. & T., Gen. Del., Youngstown, O.
- NO. 37, CINCINNATI, OHIO.—Division covers the Cleveland, Cincinnati & St. Louis Railroad System. Meets subject to call of Chairman.

THE RAILROAD TELEGRAPHER.

- Wm. Baer, Gen'l Chairman, North Vernon, Ind.; T. A. Sawyer, Local S. & T., Gahon, Ohio.
- NO. 38, COLUMBUS, OHIO.—Meets 2d Wednesday evening, at 8 o'clock, at Fraternity Hall, 111½ S. High st., Columbus, Ohio; L. A. Bowman, Local Pres., Orient, Ohio; Percy E. Wright, Local S. & T., Box 148, Worthington, Ohio.
- NO. 39, SAGINAW, MICH.—Division covers the Flint & Pere Marquette Railroad System. Meets subject to call of Chairman. R. R. Darwin, Gen'l Chairman, Saginaw, Mich.; A. T. Landry, Local S. & T., 900 Owen st., Saginaw, Mich.
- NO. 40, RICHMOND, VA.—Division covers Chesapeake & Ohio Railway System. Meets subject to call of Chairman. E. L. Stratton, Gen'l Chairman, Balcony Falls, Va.; G. P. Grogan, Local S. & T., Russell, Ky.
- NO. 42, NEW YORK, N. Y.—Division covers the Erie Railroad System. Meets subject to call of Chairman. Wm. Clancy, Gen'l Chairman, Mansfield, Ohio; W. L. Abbott, Local S. & T., Hammond, Ind.
- NO. 44, NEW YORK, N. Y.—Meetings 1st Wednesday at 8 p. m. and 3d Tuesday at 10 a. m., of each month, Brotherhood Hall, cor. Third st. and East av., Long Island City, N. Y. P. H. Enright, Local Pres., 726 Sterling Place, Brooklyn, N. Y.; H. E. Regensburg, Local S. & T., 121 Fifth st., Long Island City, N. Y.
- NO. 47, CHARLOTTETOWN, P. E. I.—Meets 3d Thursday of each month at 8 p. m. at B. I. S. Hall, Charlottetown, P. E. I. J. A. Kelly, Local Pres., Royalty Junction, P. E. I.; L. F. Muncey, Local S. & T., Charlottetown, P. E. I.
- NO. 48, LIMA, OHIO.—Division covers the Ohio Southern Railroad System. Meets subject to call of Chairman. W. M. Jaynes, Gen'l Chairman, Coalton, Ohio; H. C. Mitchell, Local S. & T., Uniapolis, Ohio.
- NO. 49, PUEBLO, COLO.—Division covers the Denver & Rio Grande Railway System. Meets subject to call of Chairman. J. G. Garland, General Chairman, Orient, Col.; A. W. Darragh, General S. & T., Box 456, Pueblo, Col.
- NO. 50, PORTLAND, ORE.—Meets on 3d Monday of each month at 9 p. m., at Portland, Ore. A. Rose, Local Pres., 755 Vancouver av., Station B., Portland, Ore.; A. O. Sinks, Local S. & T., Jefferson St. Depot, Portland, Ore.
- NO. 51, GROVE CITY, PA.—Division covers P. B. & L. E. Ry. System. Meets subject to call of Chairman. William A. Gorton, Gen'l Chairman; B. E. Crouch, Local S. & T., Gehrtown, Pa.
- NO. 52, PITTSBURG, PA.—Meets 1st and 3d Saturday each month at 8 p. m., at Citizens' Insurance Hall, 320 Fourth av., Pittsburg, Pa. H. T. McGuire, Local Pres., 256 S. Highland av., Pittsburg, Pa.; S. J. Konenkamp, Local Sec'y, 2705 Jane st., Pittsburg, Pa.; I. S. Hare, Local Treas., 1414 Juniata st., Allegheny, Pa.
- NO. 53, Southern Pacific System Division covers the Southern Pacific Railway lines. Meets at 8 o'clock p. m., in the lodge room, No. 20 Eddy st., San Francisco, Cal., 2d Saturday of each month, Local Chairman W. E. Davidson, of the Western District, presiding, and 4th Saturday of each month, Local Chairman F. G. Wetzol, of the Coast District, presiding, and the 1st Tuesday of each month at the residence of L. N. Buttner, Port Costa, at 8 p. m., Bro. Buttner presiding in the absence of all members of the Local Board for the Western District. George Estes, Gen'l Chairman, Roseburg, Ore.; E. F. Wolever, Ass't. Gen'l Chairman, territory west of El Paso, Texas, Beowawc, Nev.; W. R. King, Asst. Gen'l Chairman, territory east of and including El Paso, Texas, Eagle Lake, Texas; B. A. Meyer, Local S. & T., Ocean View, Sta. L, San Francisco, Cal.
- NO. 54, ST. PAUL, MINN.—Division covers the Northern Pacific Railway System. Meets subject to call of Chairman. C. A. McMasters, General Chairman, Tacoma, Wash.; J. E. Dafeo, Gen'l S. & T., 319 Thirtieth st. south, Billings, Mont.
- NO. 55, CLEVELAND, OHIO.—Division covers the Wheeling, Lake Erie Railway System. Meets subject to call of Chairman. G. J. Whelan, Gen'l Chairman, Horst, Ohio; J. W. Girt, Local S. & T., Navarre, Ohio.
- NO. 56, QUINCY, ILL.—Division covers the Omaha, Kansas City and Eastern, and the Omaha and St. Louis R. R. Meets subject to call of Chairman. H. M. Davis, Gen'l Chairman, Blanchard, Ia.; J. S. Burkhard, Local S. & T., McFall, Mo.
- NO. 57, HOUSTON, TEX.—Division covers the Houston & Texas Central Railroad System. Meets subject to call of Chairman. W. J. Burke, Gen'l Chairman, Denison, Tex.; G. C. Morgan, Local S. & T., Hearne, Tex.
- NO. 58, WILMINGTON, DEL.—Meets 3d Tuesday evening, 3d floor Western Union Bldg, 3d and Market sts., Wilmington, Del. P. Chas. Bogan, Local Pres., Edgemoor, Del.; W. J. Holton, Local S. & T., Iron Hill, Md.
- NO. 59, BOSTON, MASS.—Division covers the Boston & Maine Railroad System. Meets subject to call of Chairman. W. H. Meserve, Gen'l Chairman, Penacook, N. H.; J. C. Miller, Local S. & T., 46 Summer st., Chelsea, Mass.

THE RAILROAD TELEGRAPHER.

- NO. 60, SALT LAKE CITY, UTAH.—Division covers the Oregon Short Line. Meets subject to call of Chairman. A. E. Beamer, Gen'l Chairman, Kemmerer, Wyo.; W. A. Hawk, Local S. & T., Melrose, Mont.
- NO. 61, CAMPBELLTON, N. B.—Meets 3d Monday of each month in Engineers' Hall, Campbellton, N. B. R. A. Blais, Local Pres., Causapscal, Que.; R. A. McMillan, Local S. & T., Eel River Crossing, N. B.
- NO. 62, CLEVELAND, OHIO.—Meets 1st Saturday evening at B. of L. F. Hall, Cor. Pearl and Jay sts., Cleveland, Ohio. C. F. Mayer, Local Pres., 231 Wade av., Cleveland, O.; J. T. Coffey, Local S. & T., 20 Kane st., Cleveland, Ohio.
- NO. 63, MONCTON, N. B.—Meets 3d Thursday of each month at 6:30 p. m. in Mason's Hall, Main st., Moncton, N. B. S. C. Charters, Local Pres., Point DuChene, N. B.; M. McCarron, Local S. & T., Moncton, N. B.
- NO. 64, LEVIS, QUE.—Meets 4th Friday of each month at 8 p. m. at Terminus Hotel, Levis, Que. F. I. Leblanc, Local Pres., Montmagny, Que.; D. O. L'Esperance, Local S. & T., Chaudiere Curve, Que.
- NO. 65, GRAFTON, W. VA.—Meets 2d and 4th Wednesdays of each month at 8 p. m., K. of P. Hall, Main st., Grafton, W. Va. L. G. Cockrell, Local Pres., Tunnelton, W. Va.; E. J. Shaugnessy, Local S. & T., Grafton, W. Va.
- NO. 66, THURO, N. S.—Meets 3d Thursday of each month at Crowes' Hall, Inglis st., Truro, N. S. J. W. Gunn, Local Pres., Belmont, N. S.; Geo. O. Forbes, Local S. & T., Lower Stewiacke, N. S.
- NO. 67, WILKESBARRE, PA.—Meets on the 2d and 4th Monday each month at 8 o'clock p. m., at Gilligan's Hall, Cor. Main and Hartford sts., Ashley, Pa. E. E. Evans, Local Pres., 136 S. Grant st., Wilkesbarre, Pa.; J. Nelligan, Local S. & T., Ashley, Pa.
- NO. 68, CUMBERLAND, MD.—Meets 3d Wednesday of each month at 8 p. m., at Mechanics' Hall, Cor. Baltimore and Liberty sts., Cumberland, Md. A. Helzel, Local Pres., 82 Decatur st., Cumberland, Md.; R. C. Cornwell, Local S. & T., Patterson's Depot, W. Va.
- NO. 69, OGDEN, UTAH.—Meets 2d Wednesday in each month at 8 o'clock p. m., at Johnson's Hall, Ogden, Utah. L. Rosenbaum, Local Pres., care U. P. Tel. Office, Ogden, Utah; C. N. Custead, Local S. & T., 2061 Madison st., Ogden, Utah.
- NO. 70, ATLANTA, GA.—Meets 2d Sunday of each month at 10 a. m. in O. R. C. Hall, 2d floor, Cor. Alabama and Whitehall sts., Atlanta, Ga. Chas. Daniel, Local Pres., 65 Cone st., Atlanta, Ga.; D. G. Hurley, Local S. & T., Box 630, Atlanta, Ga.
- NO. 71, OSKALOOSA, IOWA.—Meets 3d Wednesday in each month at 8 o'clock p. m., at Oskaloosa, Iowa. L. P. Ballinger, Local Pres., Lacey, Iowa; L. P. Ballinger, Local S. & T., Lacey, Iowa.
- NO. 72, ST. JOSEPH, MO.—Meets 3d Tuesday of each month at 8 p. m., at 623 Mount Mora Road, St. Joseph, Mo. H. E. Trader, Local Pres., St. Joseph, Mo.; W. E. Reese, Local S. & T., Box 682, St. Joseph, Mo.
- NO. 73, MAUCH CHUNK, PA.—Meets 2d Saturday of each month at 8 p. m., on 4th floor, Odd Fellows' Hall, Broadway, Mauch Chunk, Pa. Hon. J. N. Weiler, Local Pres., Lock Box 17, E. Mauch Chunk, Pa.; Eugene E. Ash, Local S. & T., Box 385, Mauch Chunk, Pa.
- NO. 74, ELIZABETH, N. J.—Meets 2d Saturday, 8 p. m., each month, in Star Theater Bldg., East Jersey st., near Broad st., Elizabeth, N. J. A. K. Gerry, Local Pres., 129 Broadway, Elizabeth, N. J.; M. H. Shafer, Local S. & T., 526 Monroe ave., Elizabeth, N. J.
- NO. 75, MACON, GA.—Meets 2d Sunday each month at 7:30 p. m. S. W. Cor. Mulberry st. and Cotton av., 3d floor, Macon, Ga. H. C. Garrison, Local Pres., Box 115, Macon, Ga.; J. P. Mercer, Local S. & T., East Macon, Ga.
- NO. 76, CHICAGO, ILL.—Division covers the entire Chicago and Northwestern Railroad. Meets subject to the call of Chairman. E. R. Cram, Gen'l Chairman, Sugar Bush, Wis.; C. A. Ransom, Local S. & T., Roscoe, Ill.
- NO. 77, DENVER, COLO.—Meets 2d Friday evening in each month at A. O. H. Hall, 1536 Lawrence st., Denver, Colo. L. D. Grace, Local Pres., 354 Equitable Bldg., Denver, Colo.; C. M. Hurlbut, S. & T., Room 50, Union Depot, Denver, Colo.
- NO. 78, BOSTON, MASS.—Meets 2d Tuesday evening each month at 8 o'clock. Thomas Nelson, Local S. & T.
- NO. 80, NEW HAVEN, CONN.—Division covers the New York, New Haven and Hartford Railroad System. Meets subject to call of the various Chairmen. John W. Allen, Gen'l Chairman, No. 7 Weir st., Taunton, Mass.; D. W. Dean, Local S. & T., Box 226, Auburn, R. I.
- NO. 81, COLORADO SPRINGS, COLO.—Division covers the Colorado Midland Railroad System. Meets subject to the call of the various Chairmen. B. A. Beckenstein, Gen'l Chairman, Woodland Park, Colo.; J. C. Fritz, Gen'l S. & T., Cascade Canon, Colo.
- NO. 82, NEW YORK.—Division covers the Delaware, Lackawanna & Western Railroad. Meets subject to the call of the Chairman. H. W. Raymond, Gen'l S. & T., Binghamton, N. Y.
- NO. 83, BANGOR, ME.—Division covers the Bangor & Aroostook Railroad. Meets subject to the call of the Chairman. F. B. Gallant, General Chairman, Ashland Junction, Me.; B. E. Webber, Gen'l S. & T., Old Town, Me.

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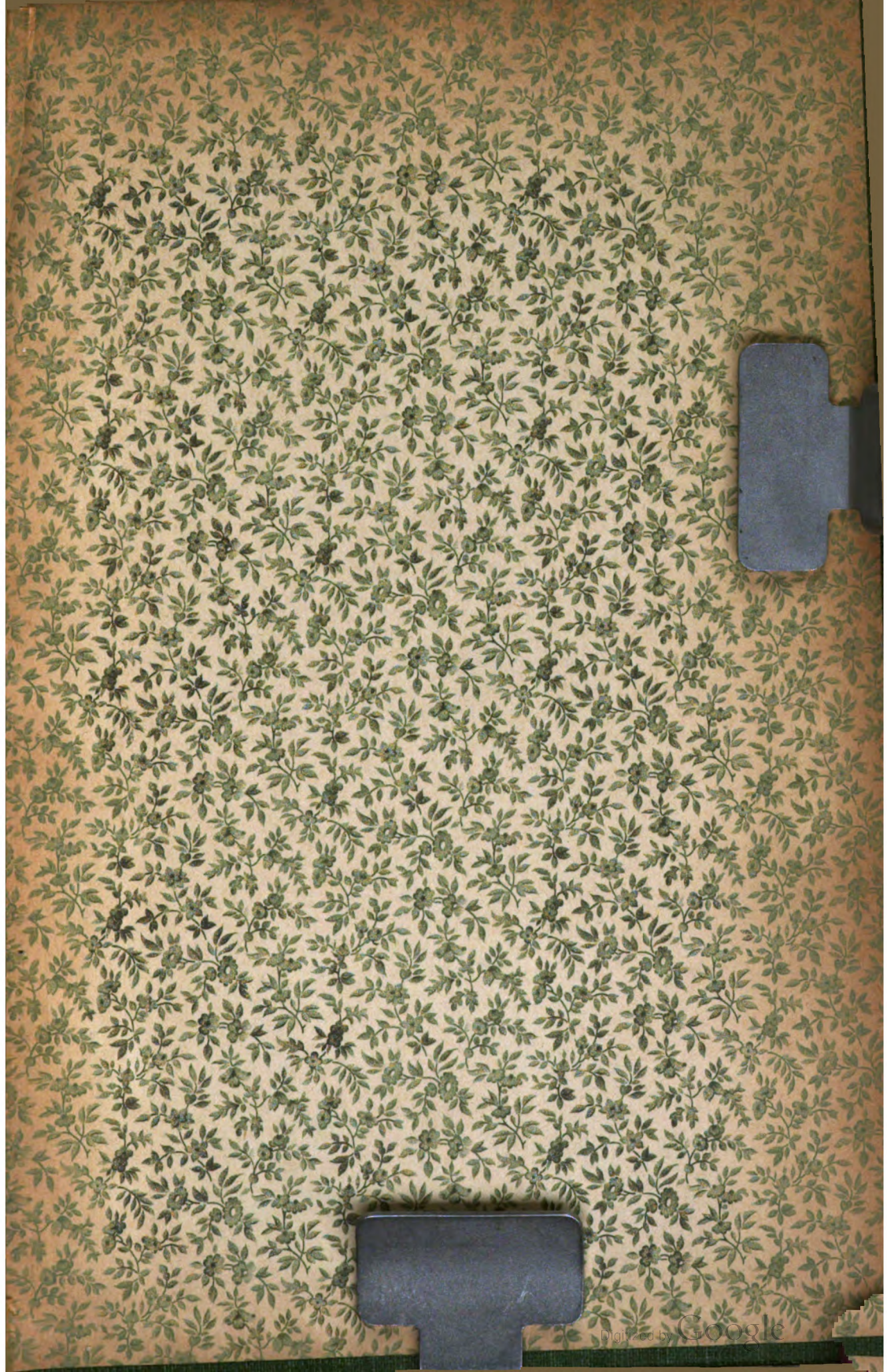
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